

SITE NAME: Fixed Bridge over Tributary to Manatee Creek 2

C. HISTORY AND BIBLIOGRAPHY OF PAST WORK AT SITE

Mann, R. W.

1983 Rails 'Neath the Palms. Darwin Publications, Burbank, California.

PHOTOGRAPH

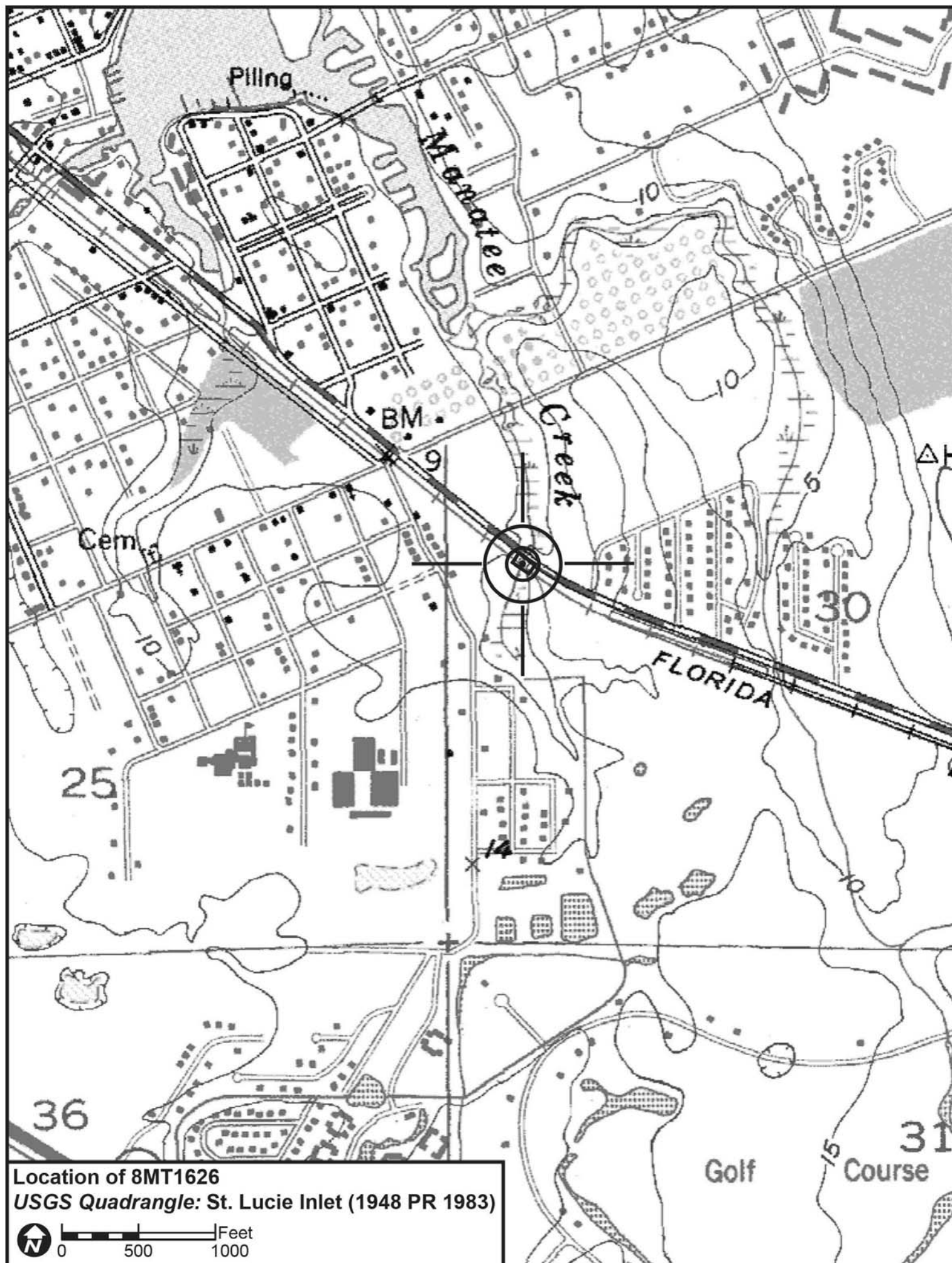


SKETCH MAP





# USGS QUADRANGLE MAP



☒ Original  
☐ Update



# HISTORICAL BRIDGE FORM

## FLORIDA MASTER SITE FILE

### Version 4.0 1/07

Consult *Guide to the Historical Bridge Form* for detailed instructions

Site #8 **PB16041**  
 Field Date 5-20-2013  
 Form Date 6-24-2013  
 Recorder # 14  
 FDOT Bridge # \_\_\_\_\_

Bridge Name(s) Moveable Bridge over Loxahatchee River Multiple Listing (DHR only) \_\_\_\_\_  
 Project Name CRAR of the AAF Passenger Rail (Orlando to WPB) Survey # (DHR only) \_\_\_\_\_  
 Ownership: ☒ private-profit ☐ private-nonprofit ☐ private-individual ☐ private-nonspecific ☐ city ☐ county ☐ state ☐ federal ☐ Native American ☐ foreign ☐ unknown

## LOCATION & MAPPING

Route(s) Carried/Feature(s) Crossed REC Railway/Loxahatchee River  
 USGS 7.5 Map Name JUPITER USGS Date 1983 Plat or Other Map \_\_\_\_\_  
 City/Town (within 3 miles) Jupiter In City Limits? ☒ yes ☐ no ☐ unknown County Palm Beach  
 Township 40S Range 43E Section 31 ¼ section: ☐ NW ☐ SW ☐ SE ☐ NE Irregular-name: \_\_\_\_\_  
 Township \_\_\_\_\_ Range \_\_\_\_\_ Section \_\_\_\_\_ ¼ section: ☐ NW ☐ SW ☐ SE ☐ NE  
 Landgrant \_\_\_\_\_ Tax Parcel # \_\_\_\_\_  
 UTM Coordinates: Zone ☐ 16 ☒ 17 Easting 590250 Northing 2980899  
 Other Coordinates: X: \_\_\_\_\_ Y: \_\_\_\_\_ Coordinate System & Datum \_\_\_\_\_  
 Name of Public Tract (e.g., park) \_\_\_\_\_

## HISTORY

Year Built 1935 ☒ approximately ☐ year listed or earlier ☐ year listed or later  
 Still in use? ☒ yes ☐ no ☐ restricted use (describe) \_\_\_\_\_  
 Prior Fords, Ferries, or Bridges at this Location Previous railway bridge was at this location.

Bridge Use: original and current with dates (standard descriptions: auto, railway, pedestrian, fishing pier, abandoned) Railway bridge

Ownership history FEC Railway

Designers/Engineers Unknown

Builders/Contractors Unknown

Text of Plaque or Inscription N/A

Narrative History (How did bridge come to be built? How was it financed?, etc.) See continuation sheet

## DESCRIPTION

### GENERAL

Overall Bridge Design 1. Other 2. \_\_\_\_\_

Overall Condition ☐ excellent ☒ good ☐ fair ☐ deteriorated ☐ ruinous

Style and Decorative Details See continuation sheet

Tender Station Description Masonry tender station at the NW side of the bridge

Alterations: Dates and Descriptions N/A

### DHR USE ONLY

### OFFICIAL EVALUATION

### DHR USE ONLY

|  |   |                                      |
|--|---|--------------------------------------|
| NR List Date _____<br><br><input type="checkbox"/> Owner Objection | SHPO – Appears to meet criteria for NR listing: <input type="checkbox"/> yes <input type="checkbox"/> no <input type="checkbox"/> insufficient info<br>KEEPER – Determined eligible: <input type="checkbox"/> yes <input type="checkbox"/> no<br>NR Criteria for Evaluation: <input type="checkbox"/> a <input type="checkbox"/> b <input type="checkbox"/> c <input type="checkbox"/> d (see <i>National Register Bulletin</i> 15, p. 2) | Date _____ Init. _____<br>Date _____ |
|--|---|--------------------------------------|



**DESCRIPTION (continued)****SUPERSTRUCTURE**Spans: Number \_\_\_\_\_ Total Length(ft) 588Main Spans: Number \_\_\_\_\_ Length(ft) \_\_\_\_\_ Width(ft) 30 Roadway width(ft) \_\_\_\_\_

Main Span Design \_\_\_\_\_

Main Span Materials 1. \_\_\_\_\_ 2. \_\_\_\_\_

Approach Spans: Number \_\_\_\_\_ Length(ft) \_\_\_\_\_ Width(ft) \_\_\_\_\_ Roadway width(ft) \_\_\_\_\_

Approach Span Design \_\_\_\_\_

Approach Span Materials 1. \_\_\_\_\_ 2. \_\_\_\_\_

Deck Materials 1. Other 2. \_\_\_\_\_**SUBSTRUCTURE**Abutment Materials 1. Concrete 2. \_\_\_\_\_

Abutment Description \_\_\_\_\_

Pier Materials 1. Concrete 2. \_\_\_\_\_

Pier Description \_\_\_\_\_

**RESEARCH METHODS (check all that apply)**

- |   |   |  |  |
|---|---|--|--|
| <input type="checkbox"/> FDOT database search   | <input type="checkbox"/> Fla. Archives / photo collection | <input type="checkbox"/> newspaper files           | <input type="checkbox"/> informal archaeological inspection  |
| <input type="checkbox"/> HABS/HAER record search                                      | <input type="checkbox"/> property appraiser / tax records | <input type="checkbox"/> city directory            | <input type="checkbox"/> formal archaeological survey        |
| <input checked="" type="checkbox"/> FMSF record search (sites/surveys)                | <input type="checkbox"/> library research                 | <input type="checkbox"/> Public Lands Survey (DEP) | <input checked="" type="checkbox"/> cultural resource survey |
| <input checked="" type="checkbox"/> Other methods (specify) <u>Aerial photographs</u> |   |  |  |

Bibliographic References (give FMSF manuscript # if relevant, use separate sheet if needed) \_\_\_\_\_

**OPINION OF RESOURCE SIGNIFICANCE**Potentially eligible individually for National Register of Historic Places? ☒ yes ☐ no ☐ insufficient informationPotentially eligible as contributor to a National Register district? ☒ yes ☐ no ☐ insufficient informationExplanation of Evaluation (**required**, use separate sheet if needed) See continuations sheetArea(s) of historical significance (See *National Register Bulletin 15*, p. 8 for categories: e.g. "architecture", "ethnic heritage", "community planning & development", etc.)1. Community planning & development 3. Engineering 5. \_\_\_\_\_2. Transportation 4. \_\_\_\_\_ 6. \_\_\_\_\_**DOCUMENTATION**

Accessible Documentation Not Filed with the Site File - including field &amp; analysis notes, photos, plans, other important documents

- |                                     |  |
|-------------------------------------|--|
| 1) Document type <u>Field notes</u> | Maintaining organization <u>Janus Research</u> |
| Document description _____          | File or accession #'s _____                    |
| 2) Document type <u>Field maps</u>  | Maintaining organization <u>Janus Research</u> |
| Document description _____          | File or accession #'s _____                    |

**RECORDER INFORMATION**Recorder Name Janus Research Affiliation Janus ResearchRecorder Contact Information 1107 N. Ward St., Tampa FL 33607 / (813) 636-8200 / janus@janus-research.com  
(address / phone / fax / e-mail)**Required Attachments****① USGS 7.5' TOPO MAP WITH BRIDGE LOCATION MARKED****② PHOTO OF BRIDGE, ARCHIVAL B&W PRINT OR DIGITAL IMAGE FILE**If submitting an image file, it must be included on disk or CD **AND** in hard copy format (plain paper is acceptable).  
Digital image must be at least 1600 x 1200 pixels, 24-bit color, jpeg or tiff.

## SITE NAME: Moveable Bridge over Loxahatchee River

## A. NARRATIVE DESCRIPTION OF SITE

The Moveable Bridge over the Loxahatchee River carries the Florida East Coast Railway (FEC) over the Loxahatchee in Township 40 South, 43 East, Section 31 of the Jupiter (1983) USGS quadrangle map in Jupiter, Palm Beach County, Florida. The bridge extends for approximately 588 feet, is approximately 30 feet in width, and was constructed in 1935. The bridge is a moveable trunnion lift with a deck plate girder and through plate girder. The bridge is located at mile post 282.58. A tender station is located at the NW side of the bridge which is constructed of concrete block and features a flat roof. This side of the bridge contains utilities. The bridge substructure consists of concrete piers. The deck is open and the bridge continues to be active.

## B. DISCUSSION OF SIGNIFICANCE

Railway magnate Henry M. Flagler's East Coast Lines (ECL) mainline extended south from Jacksonville to Daytona in 1889. Flagler incorporated the Florida Coast & Gulf Railway Company in 1892 and extended his tracks south to New Smyrna. Flagler organized the Jacksonville, St. Augustine, and Indian River Railway to lengthen the tracks to Lake Worth that same year. The railway, following an inland route parallel to the Intracoastal Waterway, reached West Palm Beach in 1893, the same year Flagler filed the original plat for that town. In 1894, Flagler reorganized his east coast railway companies into the FEC Railway. The railway was soon carrying the bulk of building materials, tourists, workers, and settlers to the new towns along the corridor. Flagler extended the FEC Railway further south, reaching Miami in 1896.

The evaluation of the bridges within the FEC Corridor Main Line ROW for this project is consistent with the methods developed with the State Historic Preservation Officer (SHPO)/Florida Division of Historical Resources (FDHR) for the 2010 FEC Amtrak Passenger Rail project. This bridge is a movable structure which spans a substantial waterway and is an example of a movable trunnion lift bridge with a deck plate girder and through plate girder. Historic movable bridges, both railroad and vehicular types, are becoming increasingly rare bridge types. The bridge is significant as an excellent example of a movable trunnion lift bridge which spans a substantial waterway. The bridge retains a high degree of historic integrity. This bridge is considered to be individually eligible for listing in the National Register under Criterion C in the category of Engineering.

The FEC Railway retains historical importance due to its associations with development and transportation of the east coast of Florida. The FEC Railway is considered eligible for listing in the National Register as a linear historic district under Criterion A in the categories of Transportation and Community Planning and Development. The bridge within the current APE is part of many that comprise the overall FEC system. The Movable Bridge over Loxahatchee River is considered a contributing historic resource to a FEC Railway linear historic district.



SITE NAME: Moveable Bridge over Loxahatchee River

C. HISTORY AND BIBLIOGRAPHY OF PAST WORK AT SITE

Mann, R. W.

1983 Rails 'Neath the Palms. Darwin Publications, Burbank, California.

PHOTOGRAPH



SKETCH MAP





# USGS QUADRANGLE MAP





☒ Original  
☐ Update



# HISTORICAL BRIDGE FORM

## FLORIDA MASTER SITE FILE

### Version 4.0 1/07

Consult *Guide to the Historical Bridge Form* for detailed instructions

Site # SL03191  
 Field Date 5-20-2013  
 Form Date 6-24-2013  
 Recorder # 7  
 FDOT Bridge # \_\_\_\_\_

Bridge Name(s) Fixed Bridge over Taylor Creek Multiple Listing (DHR only) \_\_\_\_\_  
 Project Name CRAR of the AAF Passenger Rail (Orlando to WPB) Survey # (DHR only) \_\_\_\_\_  
 Ownership: ☒ private-profit ☐ private-nonprofit ☐ private-individual ☐ private-nonspecific ☐ city ☐ county ☐ state ☐ federal ☐ Native American ☐ foreign ☐ unknown

## LOCATION & MAPPING

Route(s) Carried/Feature(s) Crossed FEC Railway/Taylor Creek  
 USGS 7.5 Map Name FORT PIERCE USGS Date 1983 Plat or Other Map \_\_\_\_\_  
 City/Town (within 3 miles) Fort Pierce In City Limits? ☒ yes ☐ no ☐ unknown County St. Lucie  
 Township 35S Range 40E Section 3 ¼ section: ☐ NW ☐ SW ☐ SE ☐ NE Irregular-name: \_\_\_\_\_  
 Township \_\_\_\_\_ Range \_\_\_\_\_ Section \_\_\_\_\_ ¼ section: ☐ NW ☐ SW ☐ SE ☐ NE  
 Landgrant \_\_\_\_\_ Tax Parcel # \_\_\_\_\_  
 UTM Coordinates: Zone ☐ 16 ☒ 17 Easting 566202 Northing 3038252  
 Other Coordinates: X: \_\_\_\_\_ Y: \_\_\_\_\_ Coordinate System & Datum \_\_\_\_\_  
 Name of Public Tract (e.g., park) \_\_\_\_\_

## HISTORY

Year Built 1961 ☒ approximately ☐ year listed or earlier ☐ year listed or later  
 Still in use? ☒ yes ☐ no ☐ restricted use (describe) \_\_\_\_\_  
 Prior Fords, Ferries, or Bridges at this Location Unknown

Bridge Use: original and current with dates (standard descriptions: auto, railway, pedestrian, fishing pier, abandoned) Railway bridge

Ownership history FEC Railway

Designers/Engineers Unknown

Builders/Contractors Unknown

Text of Plaque or Inscription N/A

Narrative History (How did bridge come to be built? How was it financed?, etc.) See continuation sheet

## DESCRIPTION

### GENERAL

Overall Bridge Design 1. Other 2. \_\_\_\_\_

Overall Condition ☐ excellent ☒ good ☐ fair ☐ deteriorated ☐ ruinous

Style and Decorative Details See continuation sheets

Tender Station Description N/A

Alterations: Dates and Descriptions N/A

### DHR USE ONLY

### OFFICIAL EVALUATION

### DHR USE ONLY

|  |   |                                      |
|--|---|--------------------------------------|
| NR List Date _____<br><br><input type="checkbox"/> Owner Objection | SHPO – Appears to meet criteria for NR listing: <input type="checkbox"/> yes <input type="checkbox"/> no <input type="checkbox"/> insufficient info<br>KEEPER – Determined eligible: <input type="checkbox"/> yes <input type="checkbox"/> no<br>NR Criteria for Evaluation: <input type="checkbox"/> a <input type="checkbox"/> b <input type="checkbox"/> c <input type="checkbox"/> d (see <i>National Register Bulletin</i> 15, p. 2) | Date _____ Init. _____<br>Date _____ |
|--|---|--------------------------------------|



## DESCRIPTION (continued)

## SUPERSTRUCTURE

Spans: Number 8 Total Length(ft) 215Main Spans: Number 8 Length(ft) \_\_\_\_\_ Width(ft) 27 Roadway width(ft) \_\_\_\_\_Main Span Design OtherMain Span Materials 1. Concrete 2. \_\_\_\_\_

Approach Spans: Number \_\_\_\_\_ Length(ft) \_\_\_\_\_ Width(ft) \_\_\_\_\_ Roadway width(ft) \_\_\_\_\_

Approach Span Design \_\_\_\_\_

Approach Span Materials 1. \_\_\_\_\_ 2. \_\_\_\_\_

Deck Materials 1. Concrete 2. \_\_\_\_\_

## SUBSTRUCTURE

Abutment Materials 1. Concrete 2. \_\_\_\_\_

Abutment Description \_\_\_\_\_

Pier Materials 1. Concrete 2. \_\_\_\_\_Pier Description Concrete piles

## RESEARCH METHODS (check all that apply)

- |   |   |  |  |
|---|---|--|--|
| <input type="checkbox"/> FDOT database search   | <input type="checkbox"/> Fla. Archives / photo collection | <input type="checkbox"/> newspaper files           | <input type="checkbox"/> informal archaeological inspection  |
| <input type="checkbox"/> HABS/HAER record search                                      | <input type="checkbox"/> property appraiser / tax records | <input type="checkbox"/> city directory            | <input type="checkbox"/> formal archaeological survey        |
| <input checked="" type="checkbox"/> FMSF record search (sites/surveys)                | <input type="checkbox"/> library research                 | <input type="checkbox"/> Public Lands Survey (DEP) | <input checked="" type="checkbox"/> cultural resource survey |
| <input checked="" type="checkbox"/> Other methods (specify) <u>Aerial photographs</u> |   |  |  |

Bibliographic References (give FMSF manuscript # if relevant, use separate sheet if needed) \_\_\_\_\_

## OPINION OF RESOURCE SIGNIFICANCE

Potentially eligible individually for National Register of Historic Places? ☐ yes ☒ no ☐ insufficient informationPotentially eligible as contributor to a National Register district? ☒ yes ☐ no ☐ insufficient informationExplanation of Evaluation (required, use separate sheet if needed) See continuation sheetArea(s) of historical significance (See *National Register Bulletin 15*, p. 8 for categories: e.g. "architecture", "ethnic heritage", "community planning & development", etc.)1. Community planning & development 3. \_\_\_\_\_ 5. \_\_\_\_\_2. Transportation 4. \_\_\_\_\_ 6. \_\_\_\_\_

## DOCUMENTATION

Accessible Documentation Not Filed with the Site File - including field &amp; analysis notes, photos, plans, other important documents

1) Document type Field notes Maintaining organization Janus Research  
Document description \_\_\_\_\_ File or accession #'s \_\_\_\_\_2) Document type Field maps Maintaining organization Janus Research  
Document description \_\_\_\_\_ File or accession #'s \_\_\_\_\_

## RECORDER INFORMATION

Recorder Name Janus Research Affiliation Janus ResearchRecorder Contact Information 1107 N. Ward St., Tampa FL 33607 / (813) 636-8200 / janus@janus-research.com  
(address / phone / fax / e-mail)

## Required Attachments

① USGS 7.5' TOPO MAP WITH BRIDGE LOCATION MARKED

② PHOTO OF BRIDGE, ARCHIVAL B&amp;W PRINT OR DIGITAL IMAGE FILE

If submitting an image file, it must be included on disk or CD AND in hard copy format (plain paper is acceptable).  
Digital image must be at least 1600 x 1200 pixels, 24-bit color, jpeg or tiff.

## SITE NAME: Fixed Bridge over Taylor Creek

## A. NARRATIVE DESCRIPTION OF SITE

This Fixed Bridge over Taylor Creek carries the Florida East Coast Railway over the Taylor Creek in Township 35 South, Range 40 South, Section 3 of the Fort Pierce (1983) USGS quadrangle map in Fort Pierce, St. Lucie County, Florida. This fixed bridge was constructed in 1961 and runs north to south and is directly east of the Old Dixie Highway. It is further located at mile post 240.1. The bridge is a concrete and trestle beam span and is constructed of concrete. The bridge is approximately 215 feet in total length with a concrete deck and concrete piles. The bridge is approximately 27 feet in length. The bridge features eight spans a single standard set of railroad tracks over gravel ballast. At the center of the bridge is a steel beam span. Abutments are concrete and pier system consists of concrete piles.

## B. DISCUSSION OF SIGNIFICANCE

Railway magnate Henry M. Flagler's East Coast Lines (ECL) mainline extended south from Jacksonville to Daytona in 1889. Flagler incorporated the Florida Coast & Gulf Railway Company in 1892 and extended his tracks south to New Smyrna. Flagler organized the Jacksonville, St. Augustine, and Indian River Railway to lengthen the tracks to Lake Worth that same year. The railway, following an inland route parallel to the Intracoastal Waterway, reached West Palm Beach in 1893, the same year Flagler filed the original plat for that town. In 1894, Flagler reorganized his east coast railway companies into the FEC Railway. The railway was soon carrying the bulk of building materials, tourists, workers, and settlers to the new towns along the corridor. Flagler extended the FEC Railway further south, reaching Miami in 1896.

The evaluation of the bridges within the FEC Corridor Main Line ROW for this project is consistent with the methods developed with the State Historic Preservation Officer (SHPO)/Florida Division of Historical Resources (FDHR) for the 2010 FEC Amtrak Passenger Rail project. This bridge is a fixed structure, and it exhibits a simple and utilitarian design. The Fixed Bridge over Taylor Creek is not significant in terms of engineering and is not considered individually eligible for inclusion in the National Register.

The FEC Railway retains historical importance due to its associations with development and transportation of the east coast of Florida. The FEC Railway is considered eligible for listing in the National Register as a linear historic district under Criterion A in the categories of Transportation and Community Planning and Development. The bridge within the current APE is part of many that comprise the overall FEC system. The Fixed Bridge over Taylor Creek is considered a contributing historic resource to a FEC Railway linear historic district.

SITE NAME: Fixed Bridge over Taylor Creek

C. HISTORY AND BIBLIOGRAPHY OF PAST WORK AT SITE

Mann, R. W.

1983 Rails 'Neath the Palms. Darwin Publications, Burbank, California.



PHOTOGRAPH

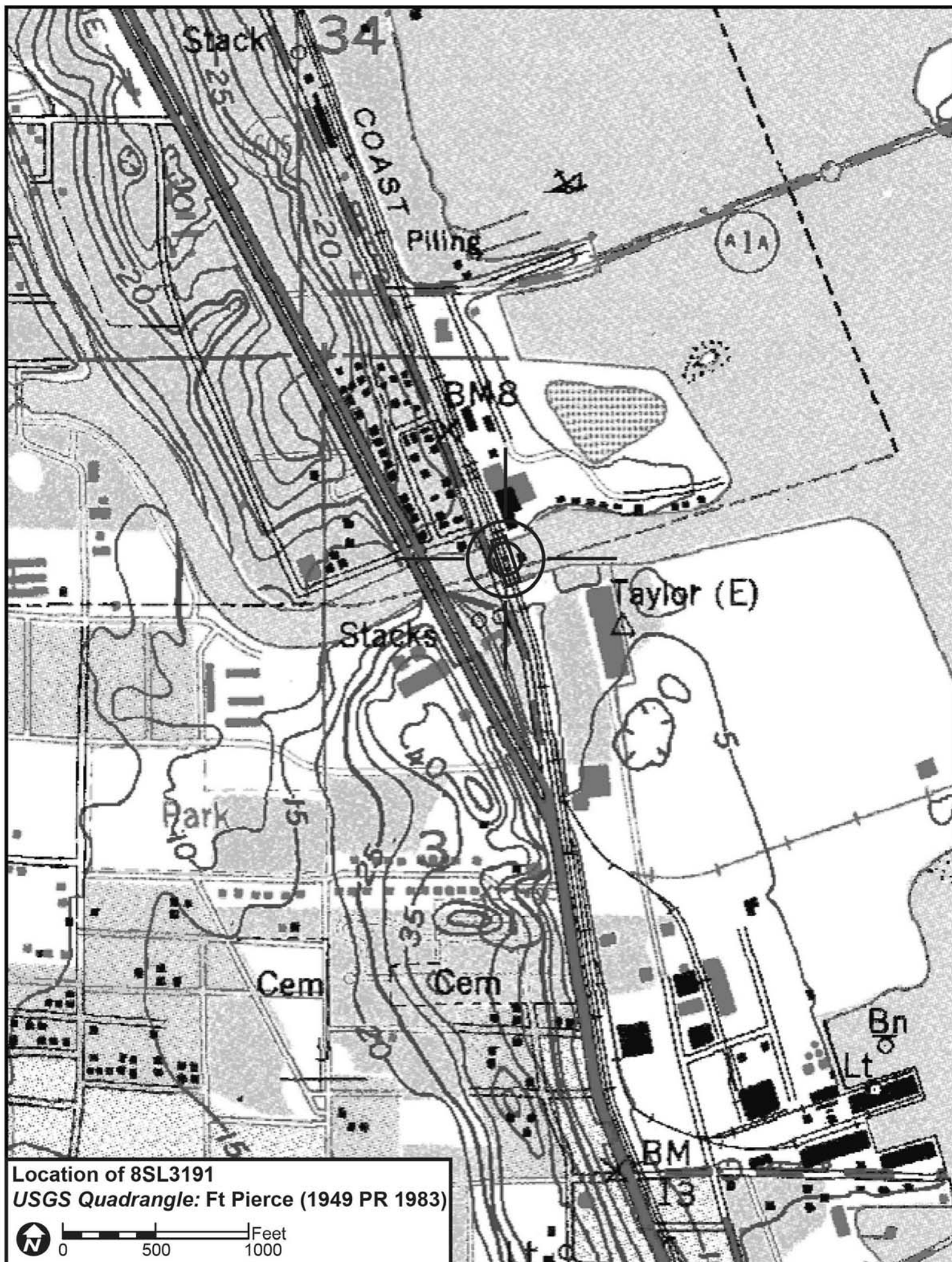


SKETCH MAP

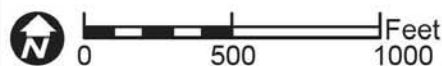




# USGS QUADRANGLE MAP



Location of 8SL3191  
USGS Quadrangle: Ft Pierce (1949 PR 1983)



☒ Original  
☐ Update



# HISTORICAL BRIDGE FORM

## FLORIDA MASTER SITE FILE

### Version 4.0 1/07

Consult *Guide to the Historical Bridge Form* for detailed instructions

Site # SL03192  
 Field Date 5-21-2013  
 Form Date 7-8-2013  
 Recorder # 15  
 FDOT Bridge # \_\_\_\_\_

Bridge Name(s) Bridge over "C" Avenue Multiple Listing (DHR only) \_\_\_\_\_  
 Project Name CRAR of the AAF Passenger Rail (Orlando to WPB) Survey # (DHR only) \_\_\_\_\_  
 Ownership: ☒ private-profit ☐ private-nonprofit ☐ private-individual ☐ private-nonspecific ☐ city ☐ county ☐ state ☐ federal ☐ Native American ☐ foreign ☐ unknown

## LOCATION & MAPPING

Route(s) Carried/Feature(s) Crossed "C" Avenue/FEC Railway  
 USGS 7.5 Map Name FORT PIERCE USGS Date 1983 Plat or Other Map \_\_\_\_\_  
 City/Town (within 3 miles) Fort Pierce In City Limits? ☒ yes ☐ no ☐ unknown County St. Lucie  
 Township 35S Range 40E Section 10 ¼ section: ☐ NW ☐ SW ☐ SE ☐ NE Irregular-name: \_\_\_\_\_  
 Township \_\_\_\_\_ Range \_\_\_\_\_ Section \_\_\_\_\_ ¼ section: ☐ NW ☐ SW ☐ SE ☐ NE  
 Landgrant \_\_\_\_\_ Tax Parcel # \_\_\_\_\_  
 UTM Coordinates: Zone ☐ 16 ☒ 17 Easting 566582 Northing 3036555  
 Other Coordinates: X: \_\_\_\_\_ Y: \_\_\_\_\_ Coordinate System & Datum \_\_\_\_\_  
 Name of Public Tract (e.g., park) \_\_\_\_\_

## HISTORY

Year Built 1912 ☒ approximately ☐ year listed or earlier ☐ year listed or later  
 Still in use? ☒ yes ☐ no ☐ restricted use (describe) \_\_\_\_\_  
 Prior Fords, Ferries, or Bridges at this Location Unknown

Bridge Use: original and current with dates (standard descriptions: auto, railway, pedestrian, fishing pier, abandoned) Railway

Ownership history FEC Railway

Designers/Engineers Unknown

Builders/Contractors Unknown

Text of Plaque or Inscription N/A

Narrative History (How did bridge come to be built? How was it financed?, etc.) See continuation sheet

## DESCRIPTION

### GENERAL

Overall Bridge Design 1. Other 2. \_\_\_\_\_

Overall Condition ☐ excellent ☒ good ☐ fair ☐ deteriorated ☐ ruinous

Style and Decorative Details See continuation sheet

Tender Station Description N/A

Alterations: Dates and Descriptions The superstructure of the bridge was reconstructed in 2003 but the substructure of the bridge dates to circa 1912.

### DHR USE ONLY

### OFFICIAL EVALUATION

### DHR USE ONLY

|  |   |                                      |
|--|---|--------------------------------------|
| NR List Date _____<br><br><input type="checkbox"/> Owner Objection | SHPO – Appears to meet criteria for NR listing: <input type="checkbox"/> yes <input type="checkbox"/> no <input type="checkbox"/> insufficient info<br>KEEPER – Determined eligible: <input type="checkbox"/> yes <input type="checkbox"/> no<br>NR Criteria for Evaluation: <input type="checkbox"/> a <input type="checkbox"/> b <input type="checkbox"/> c <input type="checkbox"/> d (see <i>National Register Bulletin</i> 15, p. 2) | Date _____ Init. _____<br>Date _____ |
|--|---|--------------------------------------|



## DESCRIPTION (continued)

**SUPERSTRUCTURE**Spans: Number 2 Total Length(ft) 44Main Spans: Number 2 Length(ft) 25 Width(ft) \_\_\_\_\_ Roadway width(ft) 15Main Span Design OtherMain Span Materials 1. Concrete 2. \_\_\_\_\_

Approach Spans: Number \_\_\_\_\_ Length(ft) \_\_\_\_\_ Width(ft) \_\_\_\_\_ Roadway width(ft) \_\_\_\_\_

Approach Span Design \_\_\_\_\_

Approach Span Materials 1. \_\_\_\_\_ 2. \_\_\_\_\_

Deck Materials 1. Concrete 2. \_\_\_\_\_**SUBSTRUCTURE**Abutment Materials 1. Concrete 2. \_\_\_\_\_

Abutment Description \_\_\_\_\_

Pier Materials 1. Concrete 2. \_\_\_\_\_Pier Description Concrete shafts

## RESEARCH METHODS (check all that apply)

- |   |   |  |  |
|---|---|--|--|
| <input type="checkbox"/> FDOT database search   | <input type="checkbox"/> Fla. Archives / photo collection | <input type="checkbox"/> newspaper files           | <input type="checkbox"/> informal archaeological inspection  |
| <input type="checkbox"/> HABS/HAER record search                                      | <input type="checkbox"/> property appraiser / tax records | <input type="checkbox"/> city directory            | <input type="checkbox"/> formal archaeological survey        |
| <input checked="" type="checkbox"/> FMSF record search (sites/surveys)                | <input type="checkbox"/> library research                 | <input type="checkbox"/> Public Lands Survey (DEP) | <input checked="" type="checkbox"/> cultural resource survey |
| <input checked="" type="checkbox"/> Other methods (specify) <u>Aerial photographs</u> |   |  |  |

Bibliographic References (give FMSF manuscript # if relevant, use separate sheet if needed) \_\_\_\_\_

## OPINION OF RESOURCE SIGNIFICANCE

Potentially eligible individually for National Register of Historic Places? ☐ yes ☒ no ☐ insufficient informationPotentially eligible as contributor to a National Register district? ☐ yes ☒ no ☐ insufficient informationExplanation of Evaluation (required, use separate sheet if needed) See continuation sheetArea(s) of historical significance (See *National Register Bulletin 15*, p. 8 for categories: e.g. "architecture", "ethnic heritage", "community planning & development", etc.)
1. \_\_\_\_\_ 3. \_\_\_\_\_ 5. \_\_\_\_\_  
2. \_\_\_\_\_ 4. \_\_\_\_\_ 6. \_\_\_\_\_

## DOCUMENTATION

Accessible Documentation Not Filed with the Site File - including field &amp; analysis notes, photos, plans, other important documents

- |                                     |  |
|-------------------------------------|--|
| 1) Document type <u>Field notes</u> | Maintaining organization <u>Janus Research</u> |
| Document description _____          | File or accession #'s _____                    |
| 2) Document type <u>Field maps</u>  | Maintaining organization <u>Janus Research</u> |
| Document description _____          | File or accession #'s _____                    |

## RECORDER INFORMATION

Recorder Name Janus Research Affiliation Janus ResearchRecorder Contact Information 1107 N. Ward St., Tampa FL 33607 / (813) 636-8200 / janus@janus-research.com  
(address / phone / fax / e-mail)**Required Attachments****① USGS 7.5' TOPO MAP WITH BRIDGE LOCATION MARKED****② PHOTO OF BRIDGE, ARCHIVAL B&W PRINT OR DIGITAL IMAGE FILE**

If submitting an image file, it must be included on disk or CD AND in hard copy format (plain paper is acceptable). Digital image must be at least 1600 x 1200 pixels, 24-bit color, jpeg or tiff.

SITE NAME: Bridge over "C" Avenue

A. NARRATIVE DESCRIPTION OF SITE

The fixed Bridge over "C" Avenue carries the Florida East Coast (FEC) Railway over "C" Avenue is located in Township 38 South, Range 40 East, Section 10 of the Ft. Pierce (1983) USGS quadrangle map in Fort Pierce, St. Lucie County, Florida. The bridge runs north to south and is located at mile post 241.22. It was constructed circa 1912 but, the superstructure of the bridge was replaced in 2003. The substructure of the bridge dates to the 1912 bridge. The bridge is an example of a Concrete Double Box Beam bridge and is approximately 44 feet in length and approximately 15 feet in width. The bridge features two spans which are approximately 25 feet in length. The deck of the bridge is concrete and features a single standard railway track over gravel ballast. The substructure of the bridge consists of concrete shafts.

B. DISCUSSION OF SIGNIFICANCE

Railway magnate Henry M. Flagler's East Coast Lines (ECL) mainline extended south from Jacksonville to Daytona in 1889. Flagler incorporated the Florida Coast & Gulf Railway Company in 1892 and extended his tracks south to New Smyrna. Flagler organized the Jacksonville, St. Augustine, and Indian River Railway to lengthen the tracks to Lake Worth that same year. The railway, following an inland route parallel to the Intracoastal Waterway, reached West Palm Beach in 1893, the same year Flagler filed the original plat for that town. In 1894, Flagler reorganized his east coast railway companies into the FEC Railway. The railway was soon carrying the bulk of building materials, tourists, workers, and settlers to the new towns along the corridor. Flagler extended the FEC Railway further south, reaching Miami in 1896.

The evaluation of the bridges within the FEC Corridor Main Line ROW for this project is consistent with the methods developed with the State Historic Preservation Officer (SHPO)/Florida Division of Historical Resources (FDHR) for the 2010 FEC Amtrak Passenger Rail project. This bridge is a fixed structure and the superstructure of the bridge is non-historic. While the substructure of the bridge dates to circa 1912, the non-historic modern superstructure replacement affects the historic integrity of this resource. Due to this non-historic portion of the bridge it is ineligible for listing in the National Register individually or as part of a historic district.

C. HISTORY AND BIBLIOGRAPHY OF PAST WORK AT SITE

Mann, R. W.

1983 Rails 'Neath the Palms. Darwin Publications, Burbank, California.



PHOTOGRAPH

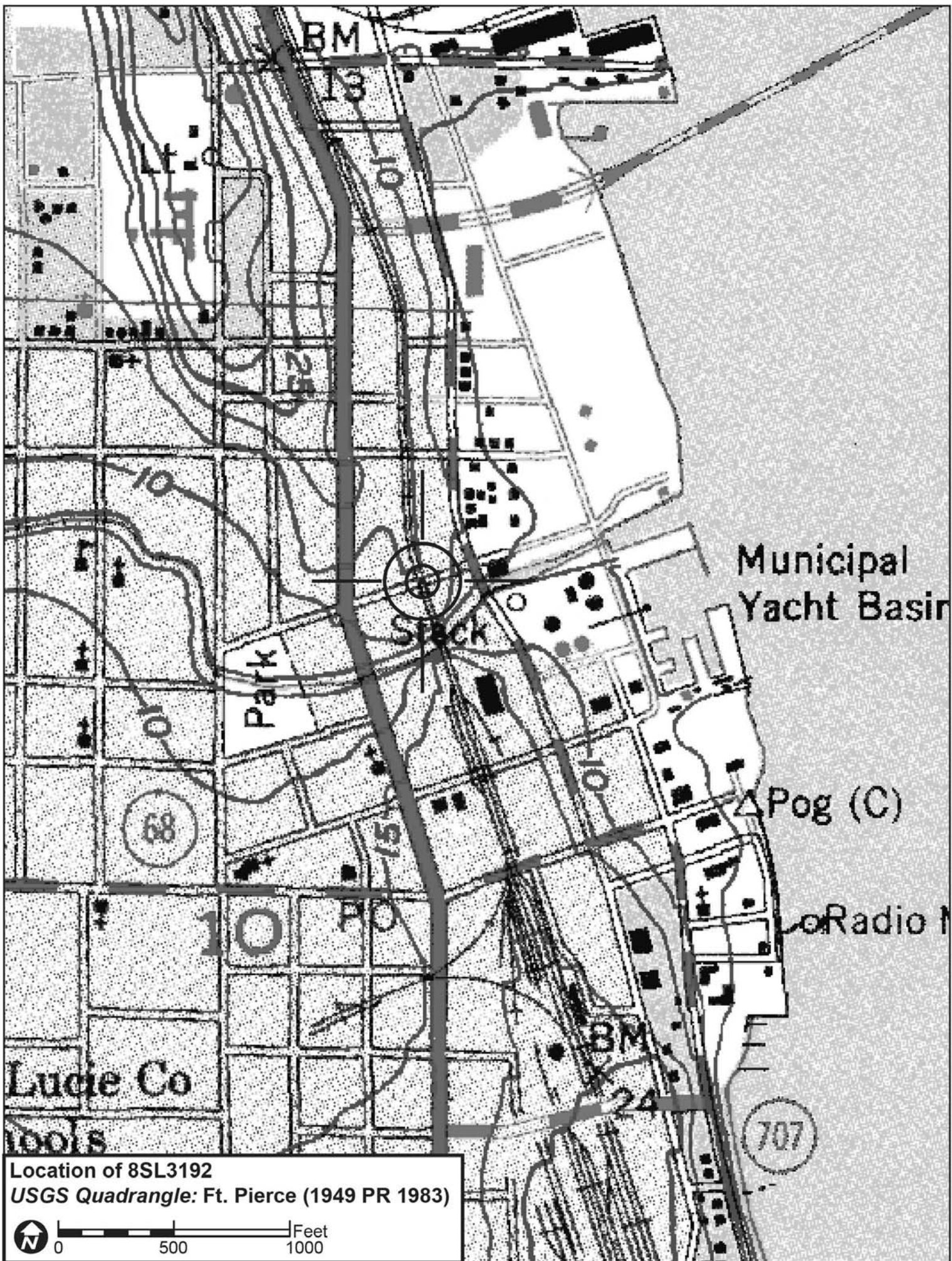


SKETCH MAP





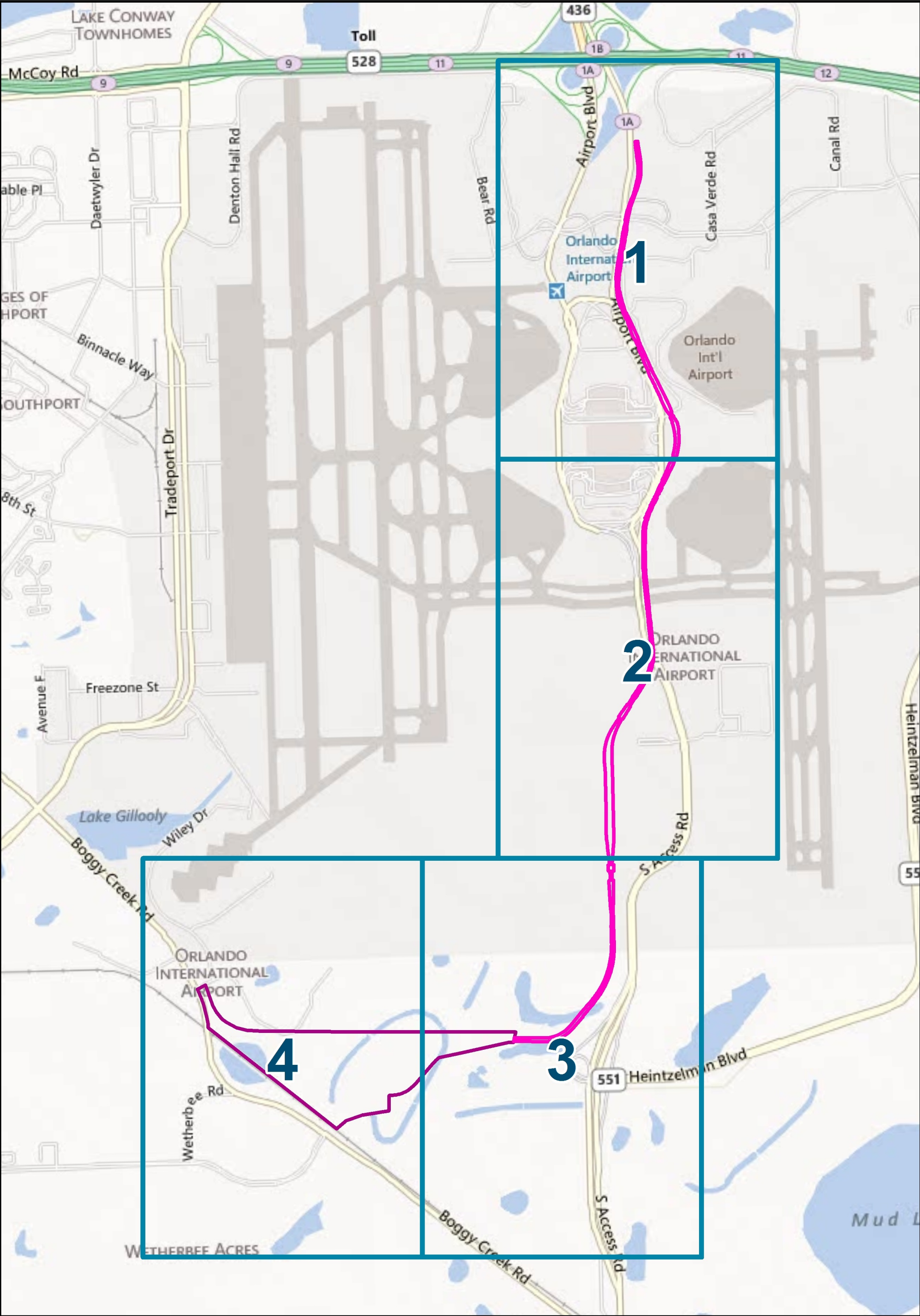
# USGS QUADRANGLE MAP



**APPENDIX D:**

**AERIAL MAPPING SHOWING THE AIRPORT RAILWAY ALIGNMENT  
AND VMF APE AND THE LOCATIONS OF CULTURAL RESOURCES  
IDENTIFIED WITHIN THE AIRPORT RAILWAY ALIGNMENT  
AND VMF APE**

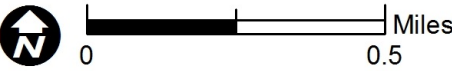




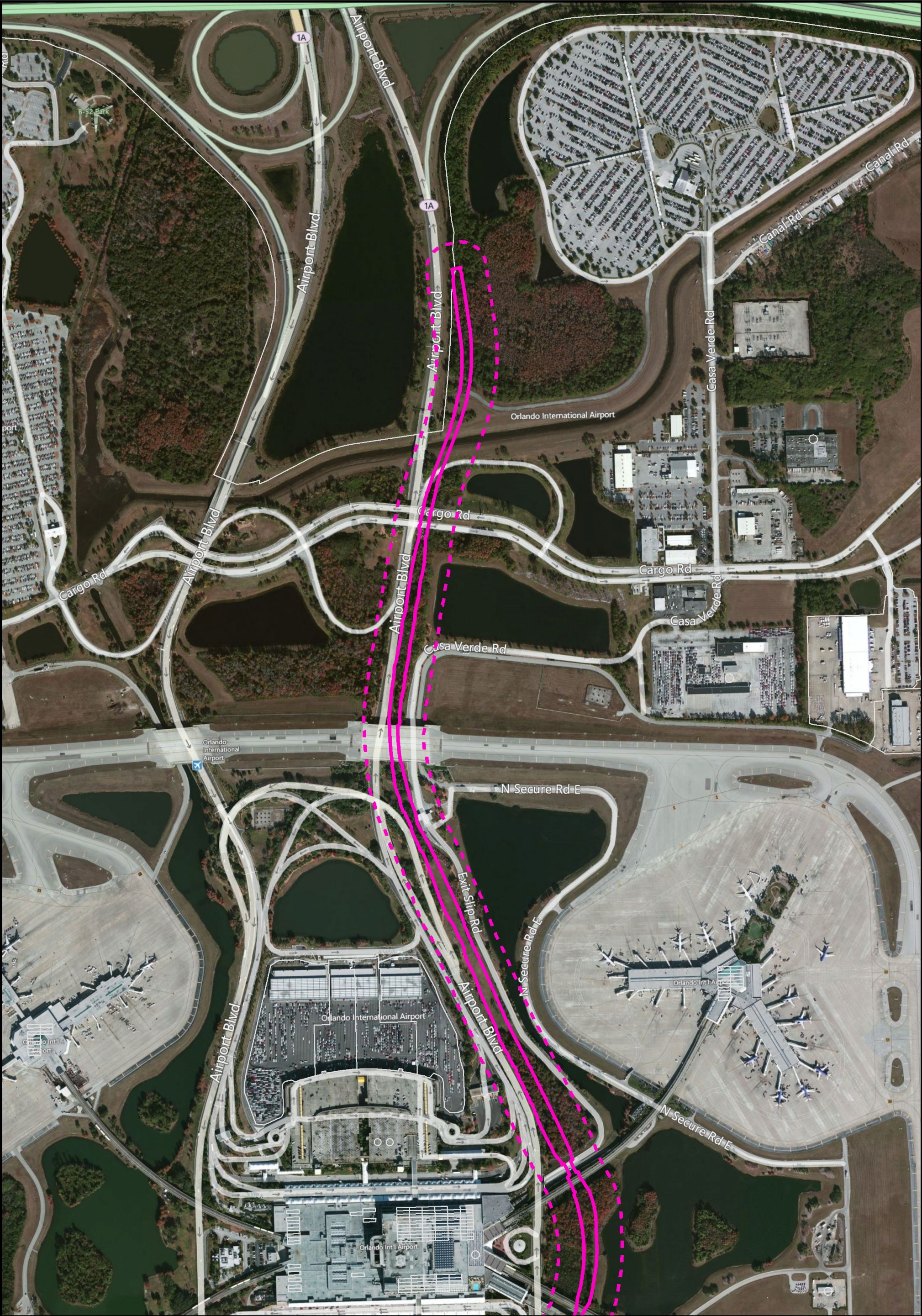
-  Vehicle Maintenance Facility (VMF) Footprint
-  Orlando International Airport (MCO) Alignment
-  Mapping Frames





Identified Cultural Resources within the  
Archaeological and Historic Resources APE  
Established for the Airport Alignment and VMF

Overview Map





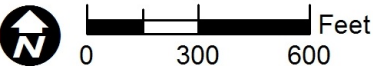


-  Vehicle Maintenance Facility (VMF) Footprint
-  Orlando International Airport (MCO) Alignment
-  150-Foot Buffer of MCO Alignment
-  Archaeological Site

Note: The archaeological APE included the footprint of the Airport Alignment and the VMF. The historic resources APE included a buffer of 150 feet out from the Airport Alignment and the footprint of the VMF.

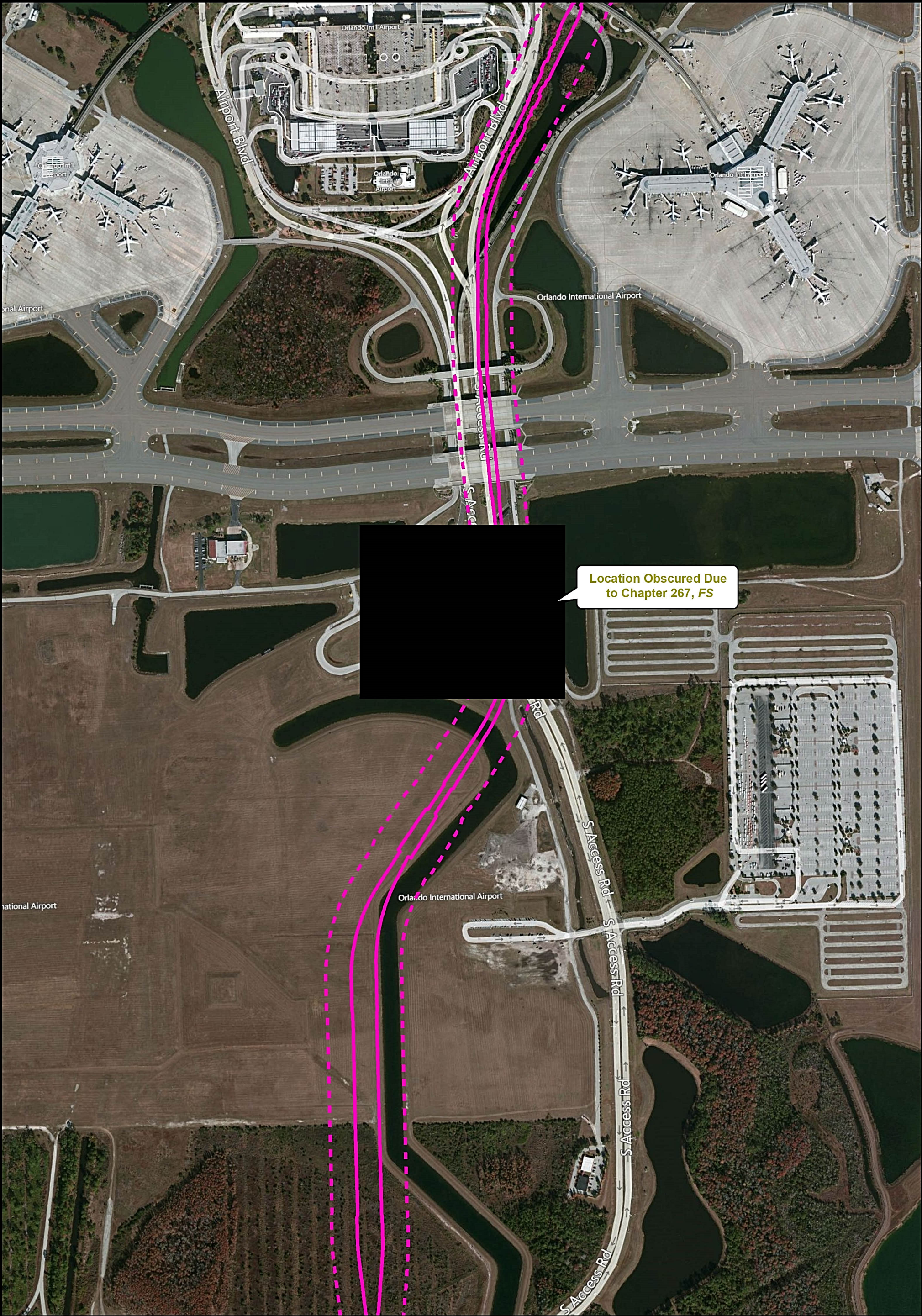
**Identified Cultural Resources within the Archaeological and Historic Resources APE Established for the Airport Alignment and VMF**





Orange County



Map 1



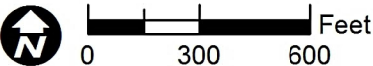


-  Vehicle Maintenance Facility (VMF) Footprint
-  Orlando International Airport (MCO) Alignment
-  150-Foot Buffer of MCO Alignment
-  Archaeological Site

Note: The archaeological APE included the footprint of the Airport Alignment and the VMF. The historic resources APE included a buffer of 150 feet out from the Airport Alignment and the footprint of the VMF.

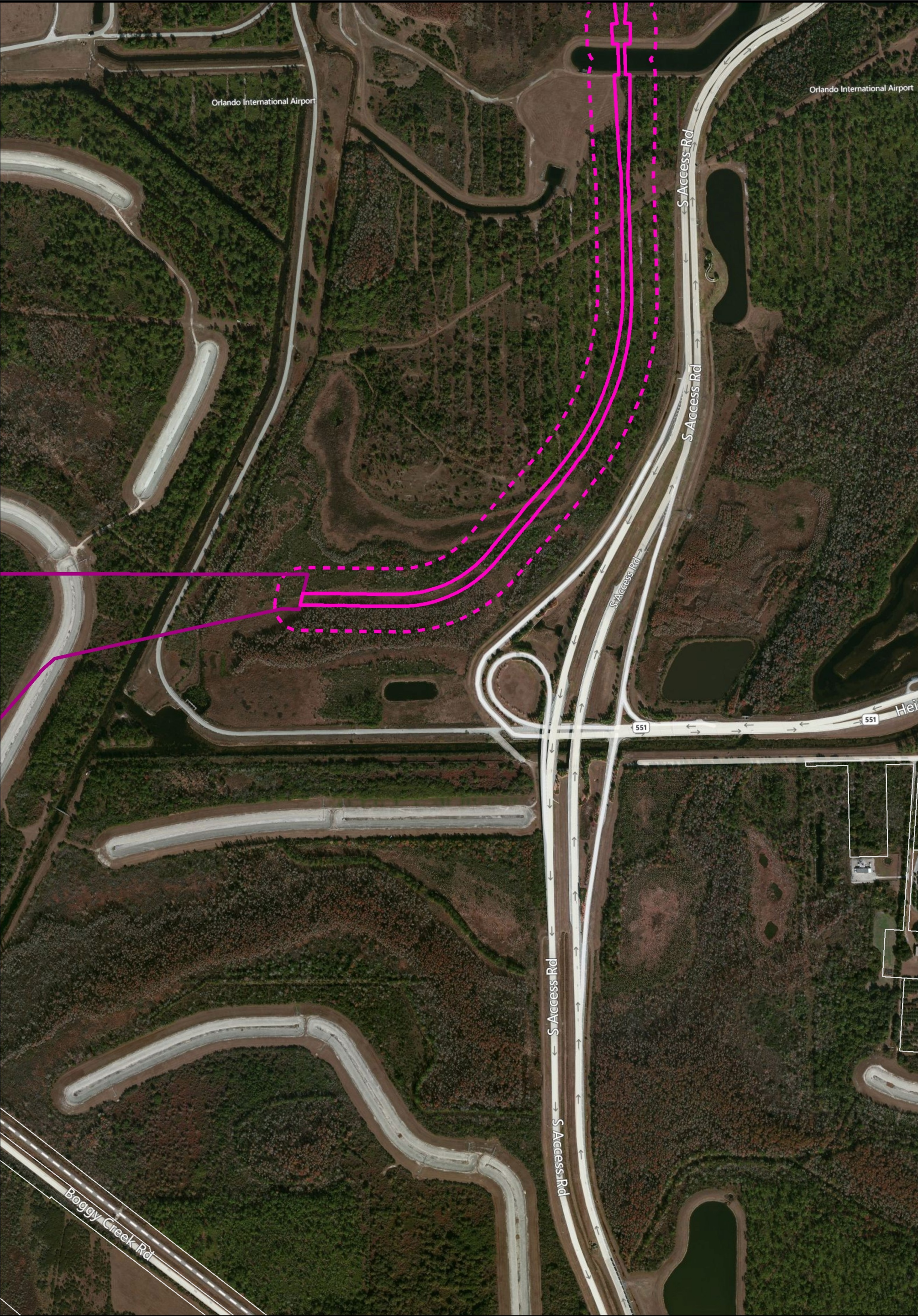
**Identified Cultural Resources within the Archaeological and Historic Resources APE Established for the Airport Alignment and VMF**





Orange County



Map  
2







-  Vehicle Maintenance Facility (VMF) Footprint
-  Orlando International Airport (MCO) Alignment
-  150-Foot Buffer of MCO Alignment
-  Archaeological Site

Note: The archaeological APE included the footprint of the Airport Alignment and the VMF. The historic resources APE included a buffer of 150 feet out from the Airport Alignment and the footprint of the VMF.

**Identified Cultural Resources within the Archaeological and Historic Resources APE Established for the Airport Alignment and VMF**

Orange County







0 300 600 Feet

Map 3





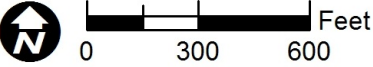
-  Vehicle Maintenance Facility (VMF) Footprint
-  Orlando International Airport (MCO) Alignment
-  150-Foot Buffer of MCO Alignment
-  Archaeological Site

Note: The archaeological APE included the footprint of the Airport Alignment and the VMF.

The historic resources APE included a buffer of 150 feet out from the Airport Alignment and the footprint of the VMF.

**Identified Cultural Resources within the Archaeological and Historic Resources APE Established for the Airport Alignment and VMF**

Orange County

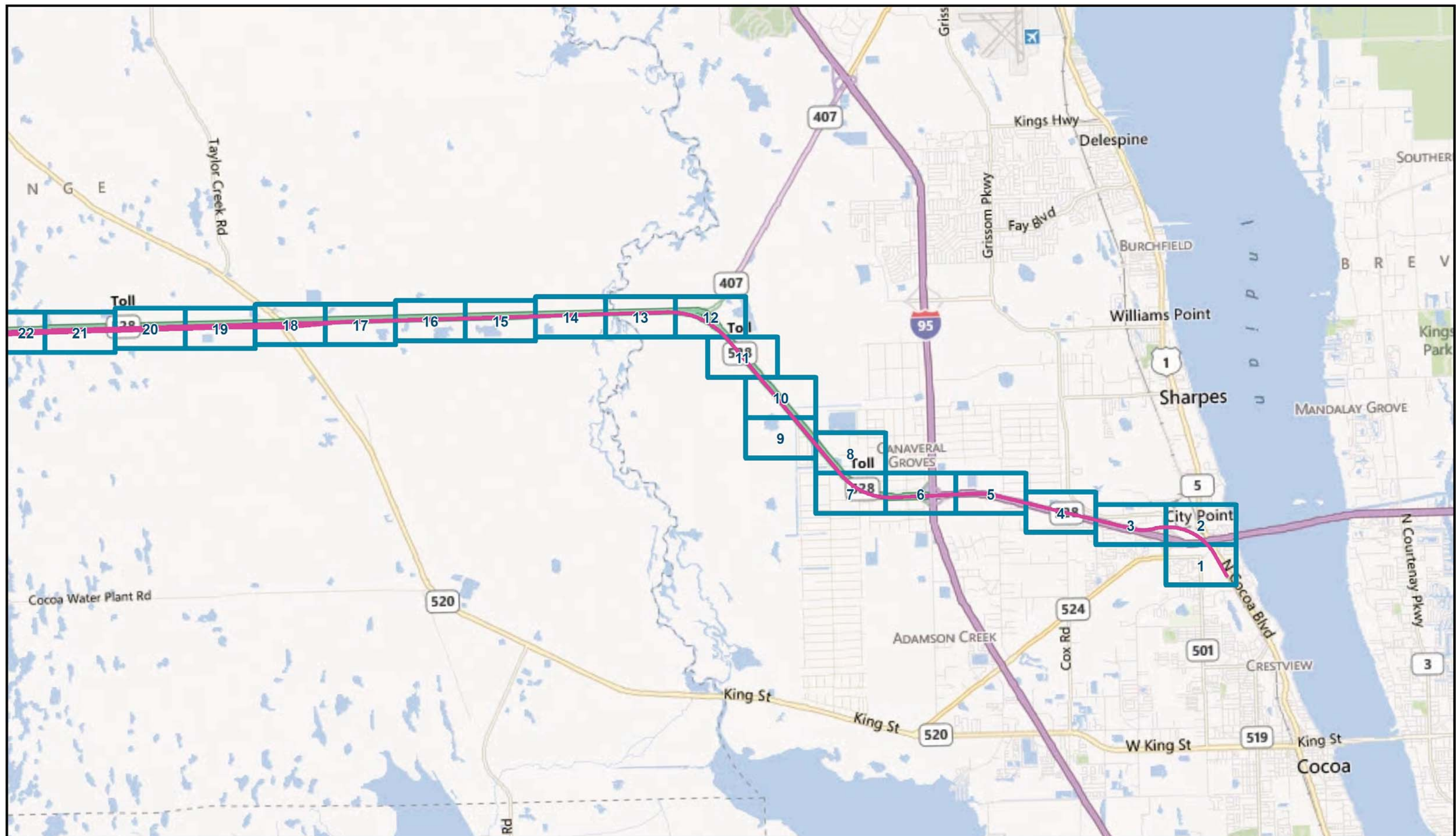


Map  
4



**APPENDIX E:**

**AERIAL MAPPING SHOWING THE EAST-WEST CORRIDOR APE  
AND THE LOCATIONS OF CULTURAL RESOURCES IDENTIFIED  
WITHIN THE EAST-WEST CORRIDOR APE**



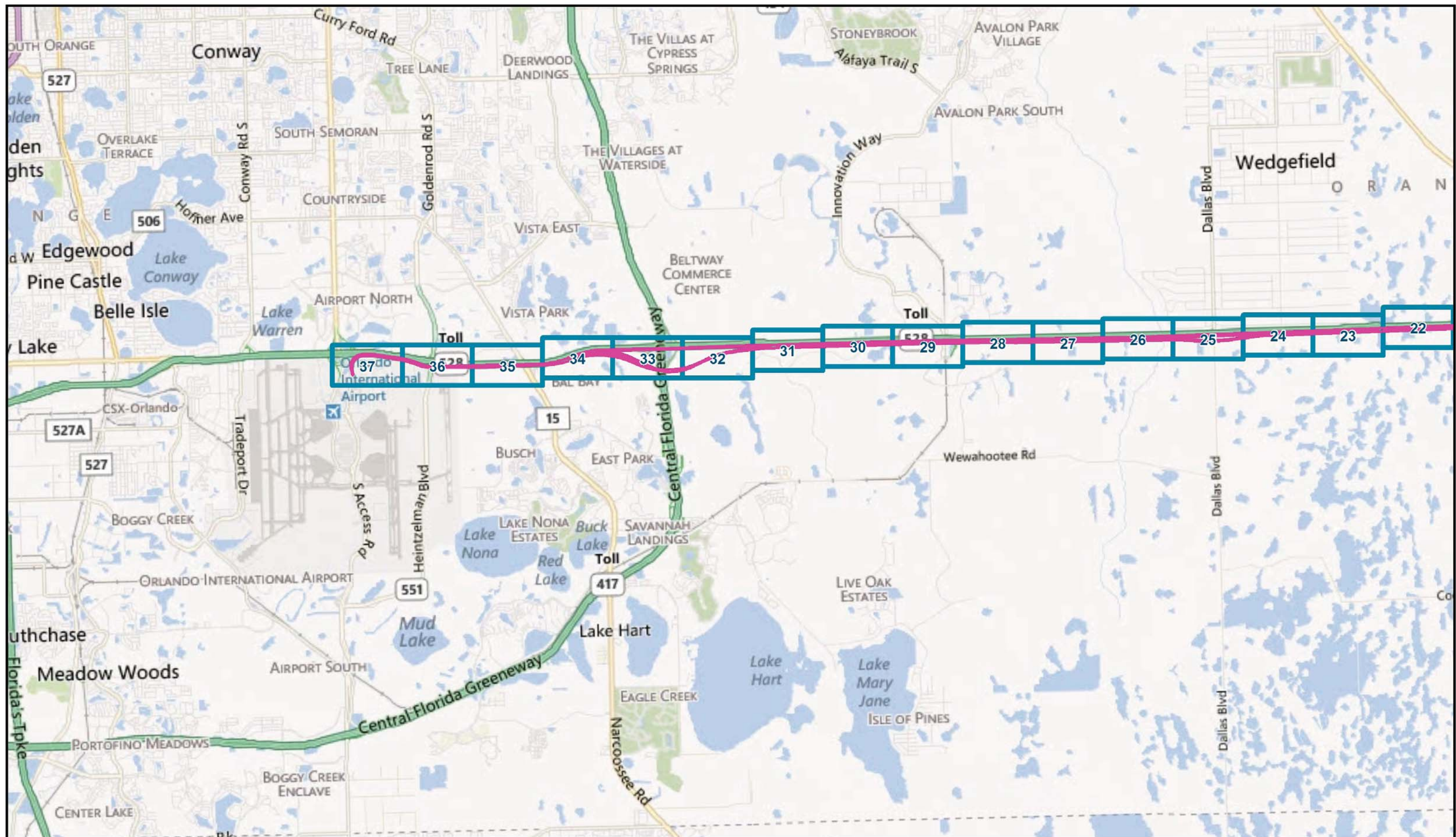
Locations of Shovel Tests, Archaeological Site Potential, and Identified Cultural Resources within the Archaeological and Historic Resources APE Established for the East-West Corridor

- Proposed ROW
- Mapping Frames

Overview Map 1 of 2







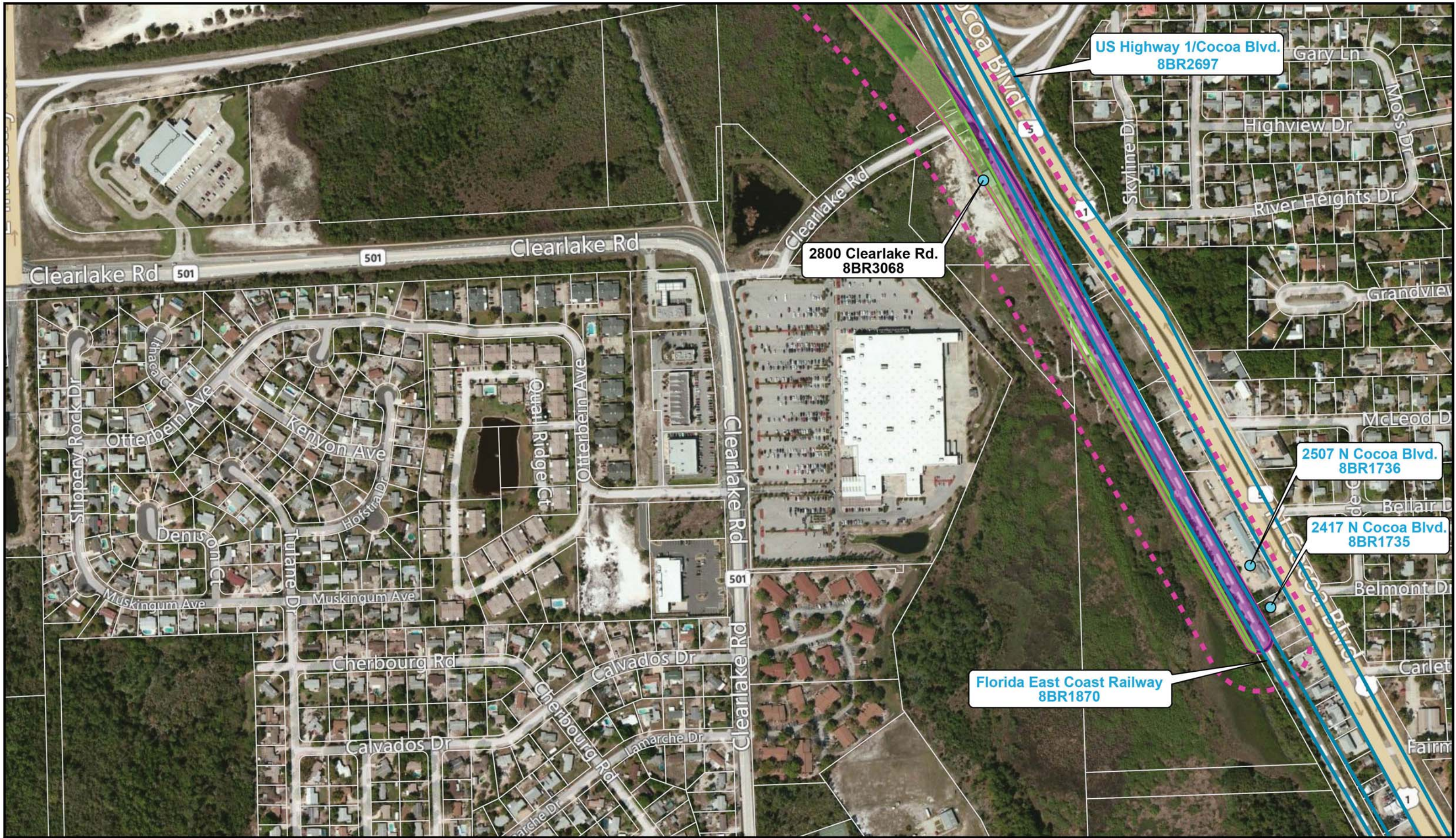
Locations of Shovel Tests, Archaeological Site Potential, and Identified Cultural Resources within the Archaeological and Historic Resources APE Established for the East-West Corridor

- Proposed ROW
- Mapping Frames

Overview Map 2 of 2







**Locations of Shovel Tests, Archaeological Site Potential, and Identified Cultural Resources within the Archaeological and Historic Resources APE Established for the East-West Corridor**

Brevard County

**Map 1**

The archaeological and historic resources APE consisted of the footprint of all alternatives. The historic resources APE also included an area of 150 feet from the proposed ROW. When the limits of disturbance were located entirely south or north of the existing SR 528 ROW, the historic resources APE considered the existing SR 528 facility as a logical boundary.

Note: Shovel testing was limited to Alternative E and the common elements on both the eastern and western ends of the East-West Corridor with the expectation that this would be the preferred alternative.

|                                  |                         |                          |                         |                      |
|----------------------------------|-------------------------|--------------------------|-------------------------|----------------------|
| <b>8BR00</b> Previously Recorded | 150-Foot Buffer         | Historic Linear Resource | High Site Potential     | Negative Shovel Test |
| <b>8BR00</b> Newly Recorded      | Historic Structure      | Previously Surveyed      | Moderate Site Potential |                      |
| Proposed ROW                     | Historic Resource Group | Within FEC ROW           | Low Site Potential      |                      |





**Locations of Shovel Tests, Archaeological Site Potential, and Identified Cultural Resources within the Archaeological and Historic Resources APE Established for the East-West Corridor**

Brevard County

**Map 2**

The archaeological and historic resources APE consisted of the footprint of all alternatives. The historic resources APE also included an area of 150 feet from the proposed ROW. When the limits of disturbance were located entirely south or north of the existing SR 528 ROW, the historic resources APE considered the existing SR 528 facility as a logical boundary.

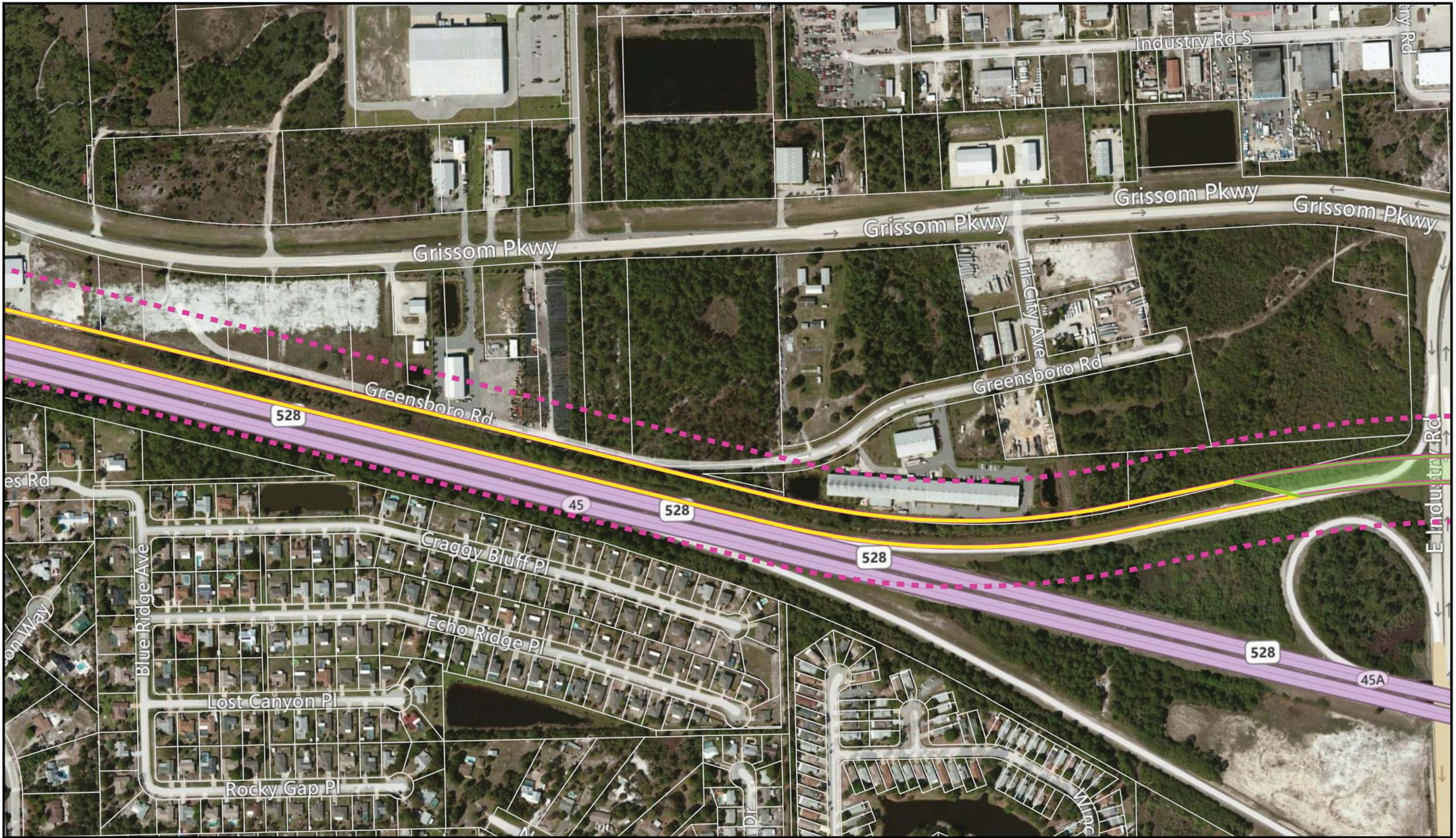
Note: Shovel testing was limited to Alternative E and the common elements on both the eastern and western ends of the East-West Corridor with the expectation that this would be the preferred alternative.

|       |                     |                         |                          |                         |                      |
|-------|---------------------|-------------------------|--------------------------|-------------------------|----------------------|
| 8BR00 | Previously Recorded | 150-Foot Buffer         | Historic Linear Resource | High Site Potential     | Negative Shovel Test |
| 8BR00 | Newly Recorded      | Historic Structure      | Previously Surveyed      | Moderate Site Potential |                      |
|       | Proposed ROW        | Historic Resource Group | Within FEC ROW           | Low Site Potential      |                      |

0 150 Feet

0 50 Meters





**Locations of Shovel Tests, Archaeological Site Potential, and Identified Cultural Resources within the Archaeological and Historic Resources APE Established for the East-West Corridor**

Brevard County

**Map 3**

The archaeological and historic resources APE consisted of the footprint of all alternatives. The historic resources APE also included an area of 150 feet from the proposed ROW. When the limits of disturbance were located entirely south or north of the existing SR 528 ROW, the historic resources APE considered the existing SR 528 facility as a logical boundary.

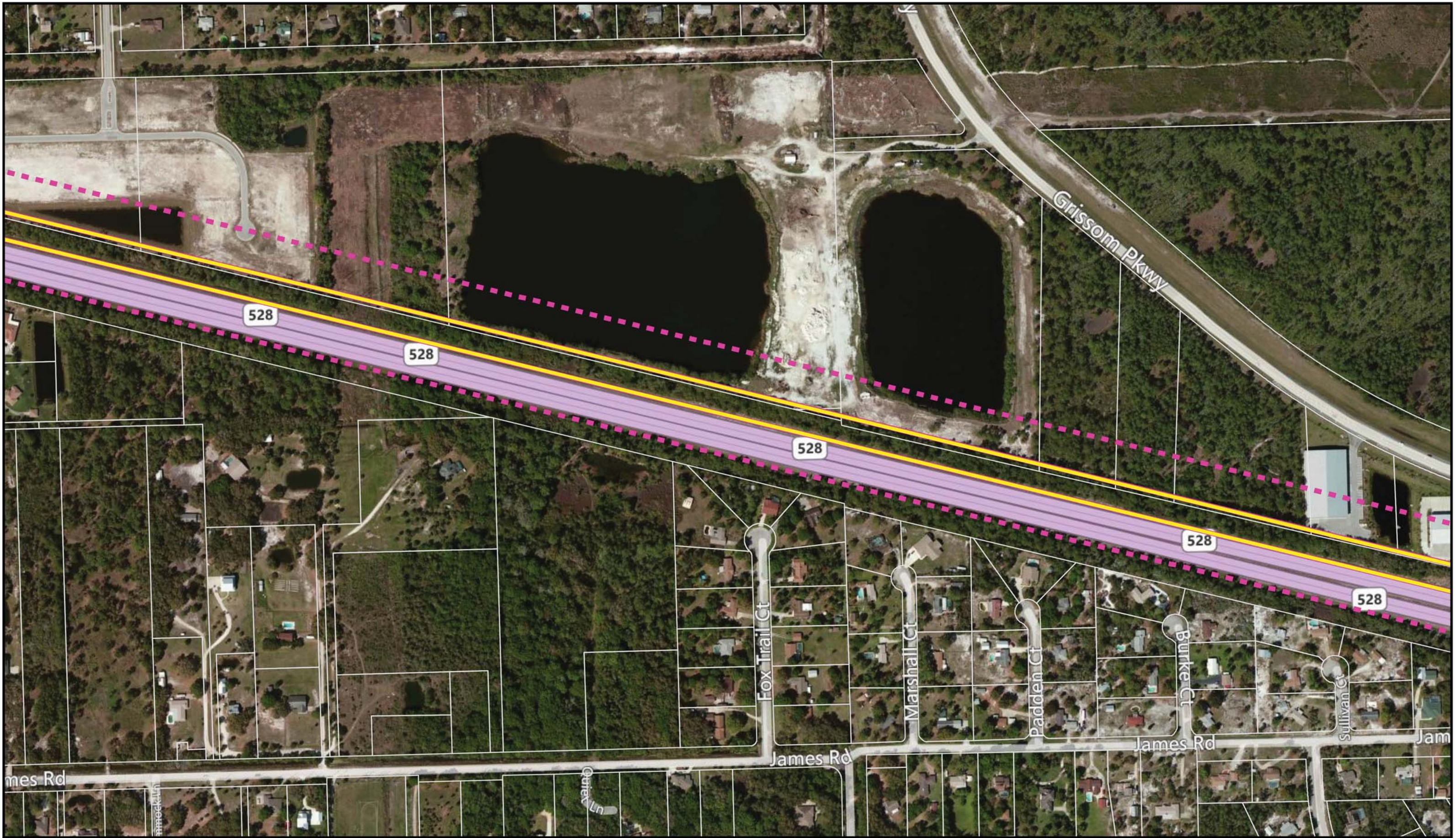
Note: Shovel testing was limited to Alternative E and the common elements on both the eastern and western ends of the East-West Corridor with the expectation that this would be the preferred alternative.

|                                  |                         |                          |                         |                      |
|----------------------------------|-------------------------|--------------------------|-------------------------|----------------------|
| <b>8BR00</b> Previously Recorded | 150-Foot Buffer         | Historic Linear Resource | High Site Potential     | Negative Shovel Test |
| <b>8BR00</b> Newly Recorded      | Historic Structure      | Previously Surveyed      | Moderate Site Potential |                      |
| Proposed ROW                     | Historic Resource Group | Within FEC ROW           | Low Site Potential      |                      |

0 150 Feet

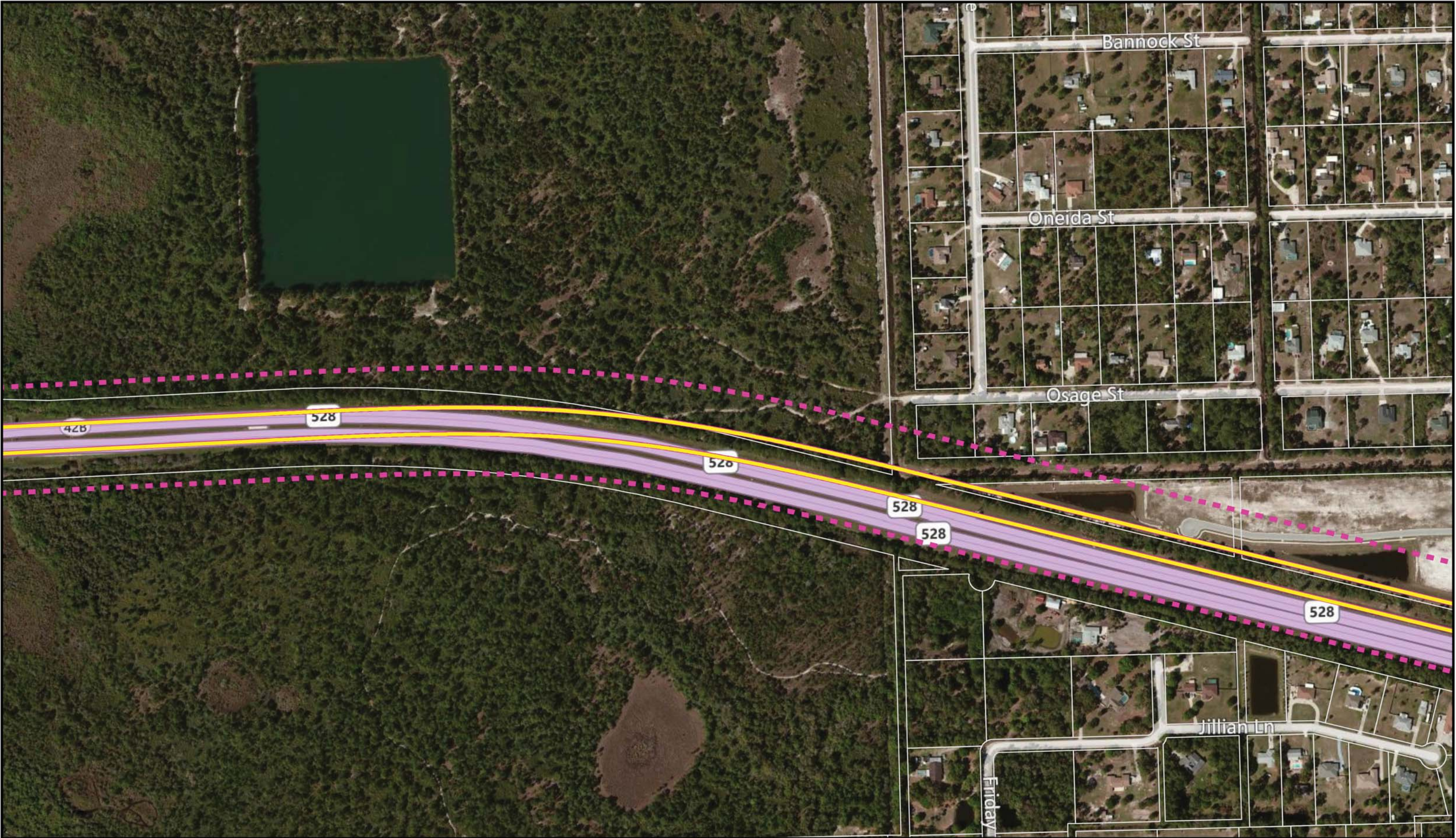
0 50 Meters





|  |  |   |  |   |  |  |  |   |  |  |  |   |  |  |  |
|--|--|---|--|---|--|--|--|---|--|--|--|---|--|--|--|
| <b>Locations of Shovel Tests, Archaeological Site Potential, and Identified Cultural Resources within the Archaeological and Historic Resources APE Established for the East-West Corridor</b> |  | The archaeological and historic resources APE consisted of the footprint of all alternatives. The historic resources APE also included an area of 150 feet from the proposed ROW. When the limits of disturbance were located entirely south or north of the existing SR 528 ROW, the historic resources APE considered the existing SR 528 facility as a logical boundary. |  | Note: Shovel testing was limited to Alternative E and the common elements on both the eastern and western ends of the East-West Corridor with the expectation that this would be the preferred alternative. |  | <div>8BR00 Previously Recorded</div> <div>8BR00 Newly Recorded</div> <div>Proposed ROW</div> |  | <div>150-Foot Buffer</div> <div>Historic Structure</div> <div>Historic Resource Group</div> |  | <div>Historic Linear Resource</div> <div>Previously Surveyed</div> <div>Within FEC ROW</div> |  | <div>High Site Potential</div> <div>Moderate Site Potential</div> <div>Low Site Potential</div> |  | <div>Negative Shovel Test</div> <div>0 150 Feet</div> <div>0 50 Meters</div> |  |
| Brevard County   |  | Map 4   |  |   |  |  |  |   |  |  |  |   |  |  |  |





**Locations of Shovel Tests, Archaeological Site Potential, and Identified Cultural Resources within the Archaeological and Historic Resources APE Established for the East-West Corridor**

Brevard County

Map 5

The archaeological and historic resources APE consisted of the footprint of all alternatives. The historic resources APE also included an area of 150 feet from the proposed ROW. When the limits of disturbance were located entirely south or north of the existing SR 528 ROW, the historic resources APE considered the existing SR 528 facility as a logical boundary.

Note: Shovel testing was limited to Alternative E and the common elements on both the eastern and western ends of the East-West Corridor with the expectation that this would be the preferred alternative.

8BR00

Previously Recorded

8BR00

Newly Recorded

Proposed ROW

150-Foot Buffer

Historic Structure

Historic Resource Group

Historic Linear Resource

Previously Surveyed

Within FEC ROW

High Site Potential

Moderate Site Potential

Low Site Potential

Negative Shovel Test

0

150

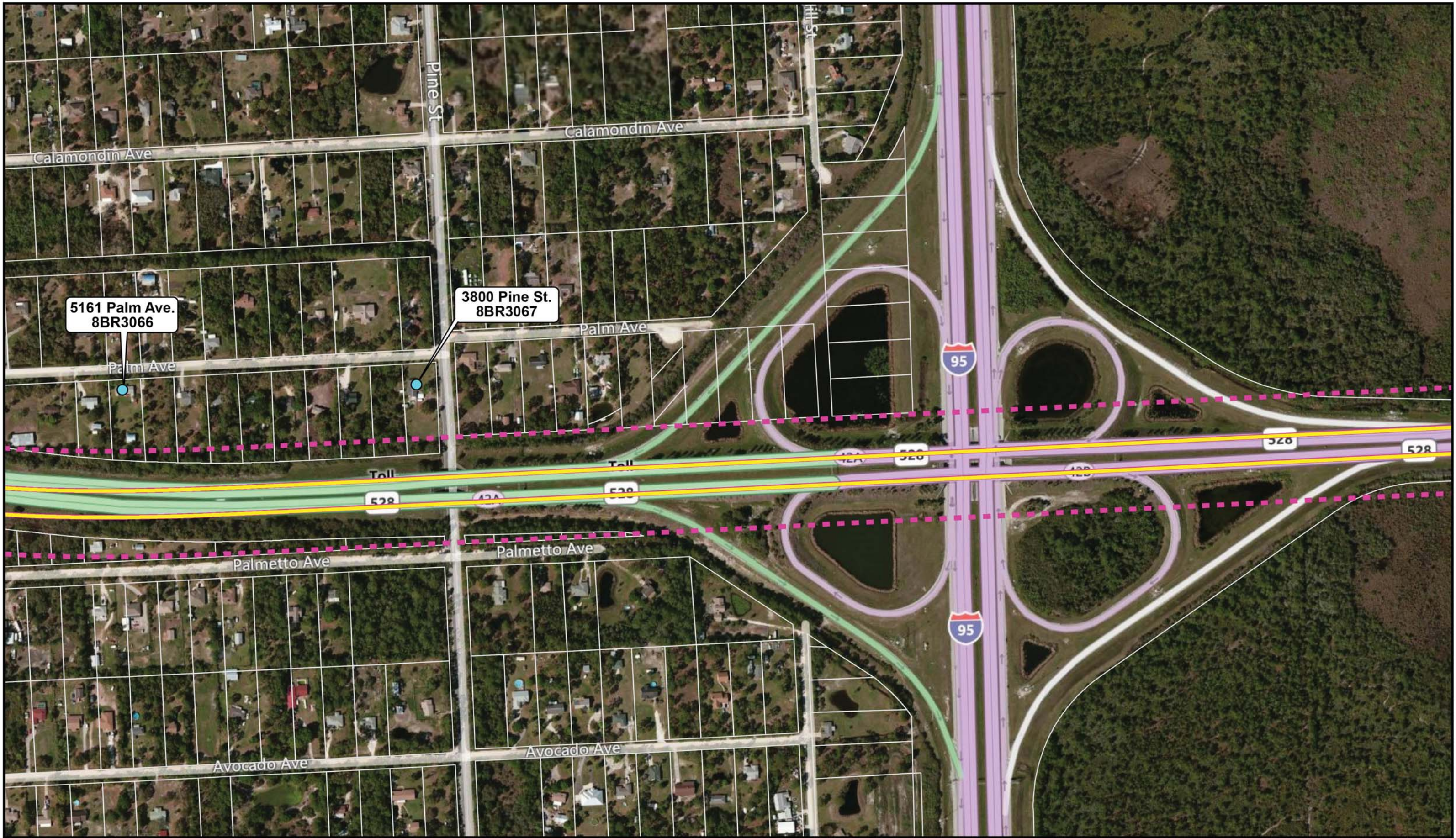
Feet

0

50

Meters





**Locations of Shovel Tests, Archaeological Site Potential, and Identified Cultural Resources within the Archaeological and Historic Resources APE Established for the East-West Corridor**

Brevard County

**Map 6**

The archaeological and historic resources APE consisted of the footprint of all alternatives. The historic resources APE also included an area of 150 feet from the proposed ROW. When the limits of disturbance were located entirely south or north of the existing SR 528 ROW, the historic resources APE considered the existing SR 528 facility as a logical boundary.

Note: Shovel testing was limited to Alternative E and the common elements on both the eastern and western ends of the East-West Corridor with the expectation that this would be the preferred alternative.

|                                  |                         |                          |                         |                      |
|----------------------------------|-------------------------|--------------------------|-------------------------|----------------------|
| <b>8BR00</b> Previously Recorded | 150-Foot Buffer         | Historic Linear Resource | High Site Potential     | Negative Shovel Test |
| <b>8BR00</b> Newly Recorded      | Historic Structure      | Previously Surveyed      | Moderate Site Potential |                      |
| Proposed ROW                     | Historic Resource Group | Within FEC ROW           | Low Site Potential      |                      |

0 150 Feet

0 50 Meters





|  |  |   |  |   |  |   |  |   |  |  |  |   |  |
|--|--|---|--|---|--|---|--|---|--|--|--|---|--|
| <b>Locations of Shovel Tests, Archaeological Site Potential, and Identified Cultural Resources within the Archaeological and Historic Resources APE Established for the East-West Corridor</b> |  | The archaeological and historic resources APE consisted of the footprint of all alternatives. The historic resources APE also included an area of 150 feet from the proposed ROW. When the limits of disturbance were located entirely south or north of the existing SR 528 ROW, the historic resources APE considered the existing SR 528 facility as a logical boundary. |  | Note: Shovel testing was limited to Alternative E and the common elements on both the eastern and western ends of the East-West Corridor with the expectation that this would be the preferred alternative. |  | <div><div><div>8BR00</div>Previously Recorded</div><div><div>8BR00</div>Newly Recorded</div><div><div></div>Proposed ROW</div></div> <div><div></div>150-Foot Buffer</div> <div><div></div>Historic Structure</div> <div><div></div>Historic Resource Group</div> |  | <div><div></div>Historic Linear Resource</div> <div><div></div>Previously Surveyed</div> <div><div></div>Within FEC ROW</div> |  | <div><div></div>High Site Potential</div> <div><div></div>Moderate Site Potential</div> <div><div></div>Low Site Potential</div> |  | <div><div></div>Negative Shovel Test</div> <div><div></div></div> |  |
| Brevard County   |  | Map 7   |  |   |  |   |  |   |  |  |  | <div><div></div>0150 Feet</div> <div><div></div>050 Meters</div>  |  |





**Locations of Shovel Tests, Archaeological Site Potential, and Identified Cultural Resources within the Archaeological and Historic Resources APE Established for the East-West Corridor**

Brevard County

**Map 8**

The archaeological and historic resources APE consisted of the footprint of all alternatives. The historic resources APE also included an area of 150 feet from the proposed ROW. When the limits of disturbance were located entirely south or north of the existing SR 528 ROW, the historic resources APE considered the existing SR 528 facility as a logical boundary.

Note: Shovel testing was limited to Alternative E and the common elements on both the eastern and western ends of the East-West Corridor with the expectation that this would be the preferred alternative.

|                     |                         |                          |                         |                      |
|---------------------|-------------------------|--------------------------|-------------------------|----------------------|
| Previously Recorded | 150-Foot Buffer         | Historic Linear Resource | High Site Potential     | Negative Shovel Test |
| Newly Recorded      | Historic Structure      | Previously Surveyed      | Moderate Site Potential |                      |
| Proposed ROW        | Historic Resource Group | Within FEC ROW           | Low Site Potential      |                      |

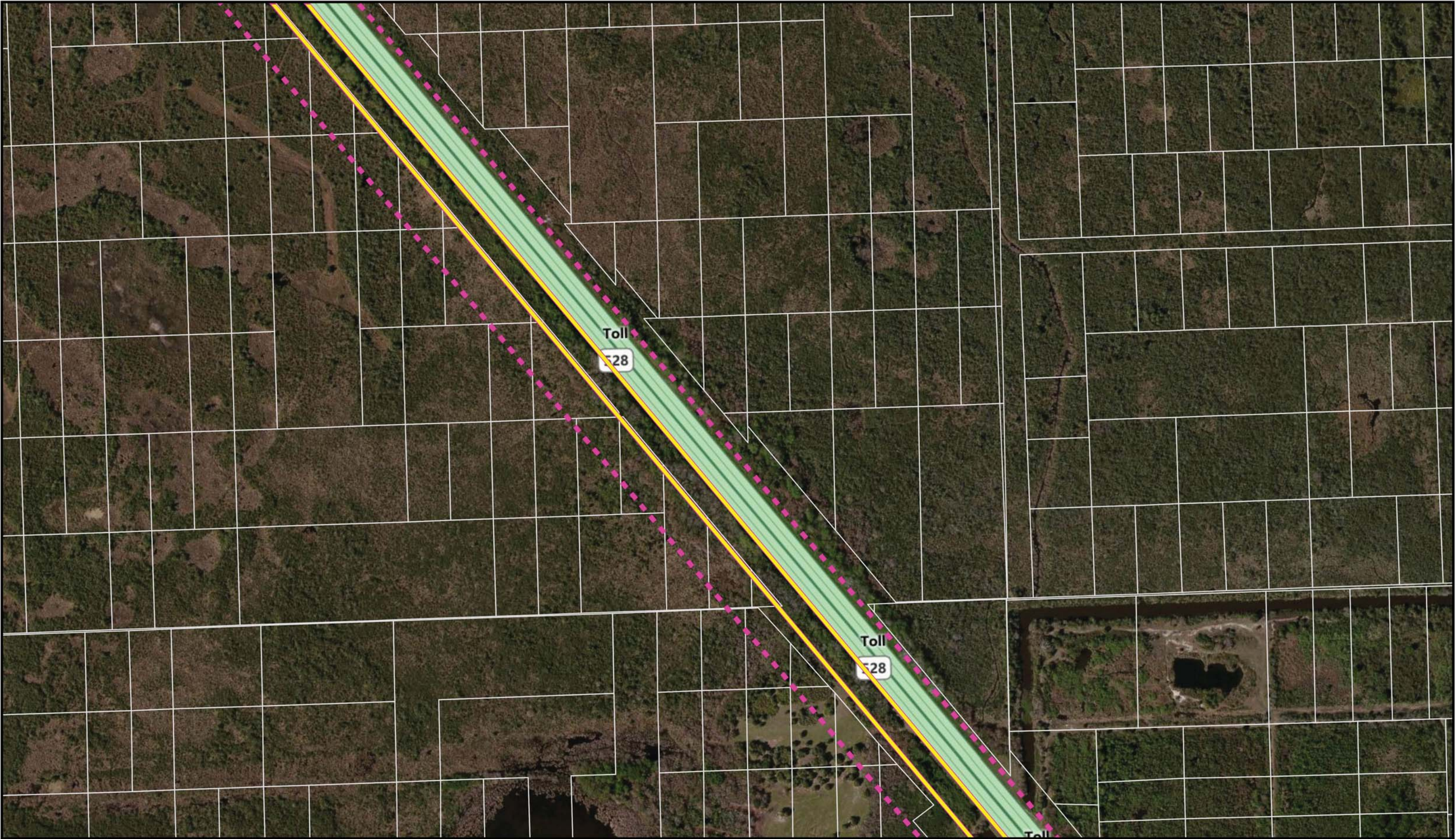
0 150 Feet

0 50 Meters









|  |        |  |  |                                      |                                 |                                     |                                      |                                 |                                  |
|--|--------|--|--|--------------------------------------|---------------------------------|-------------------------------------|--------------------------------------|---------------------------------|----------------------------------|
| <b>Locations of Shovel Tests, Archaeological Site Potential, and Identified Cultural Resources within the Archaeological and Historic Resources APE Established for the East-West Corridor</b> |        | <p>The archaeological and historic resources APE consisted of the footprint of all alternatives. The historic resources APE also included an area of 150 feet from the proposed ROW. When the limits of disturbance were located entirely south or north of the existing SR 528 ROW, the historic resources APE considered the existing SR 528 facility as a logical boundary.</p> | <p>Note: Shovel testing was limited to Alternative E and the common elements on both the eastern and western ends of the East-West Corridor with the expectation that this would be the preferred alternative.</p> | <div>8BR00</div> Previously Recorded |                                 | <div></div> 150-Foot Buffer         | <div></div> Historic Linear Resource | <div></div> High Site Potential | <div></div> Negative Shovel Test |
| <div>8BR00</div> Newly Recorded  |        |  |  | <div></div> Historic Structure       | <div></div> Previously Surveyed | <div></div> Moderate Site Potential |                                      |                                 |                                  |
| <div></div> Proposed ROW   |        | <div></div> Historic Resource Group  | <div></div> Within FEC ROW   | <div></div> Low Site Potential       |                                 |                                     |                                      |                                 |                                  |
| Brevard County   | Map 10 |  |  |                                      |                                 |                                     |                                      |                                 |                                  |

0

150

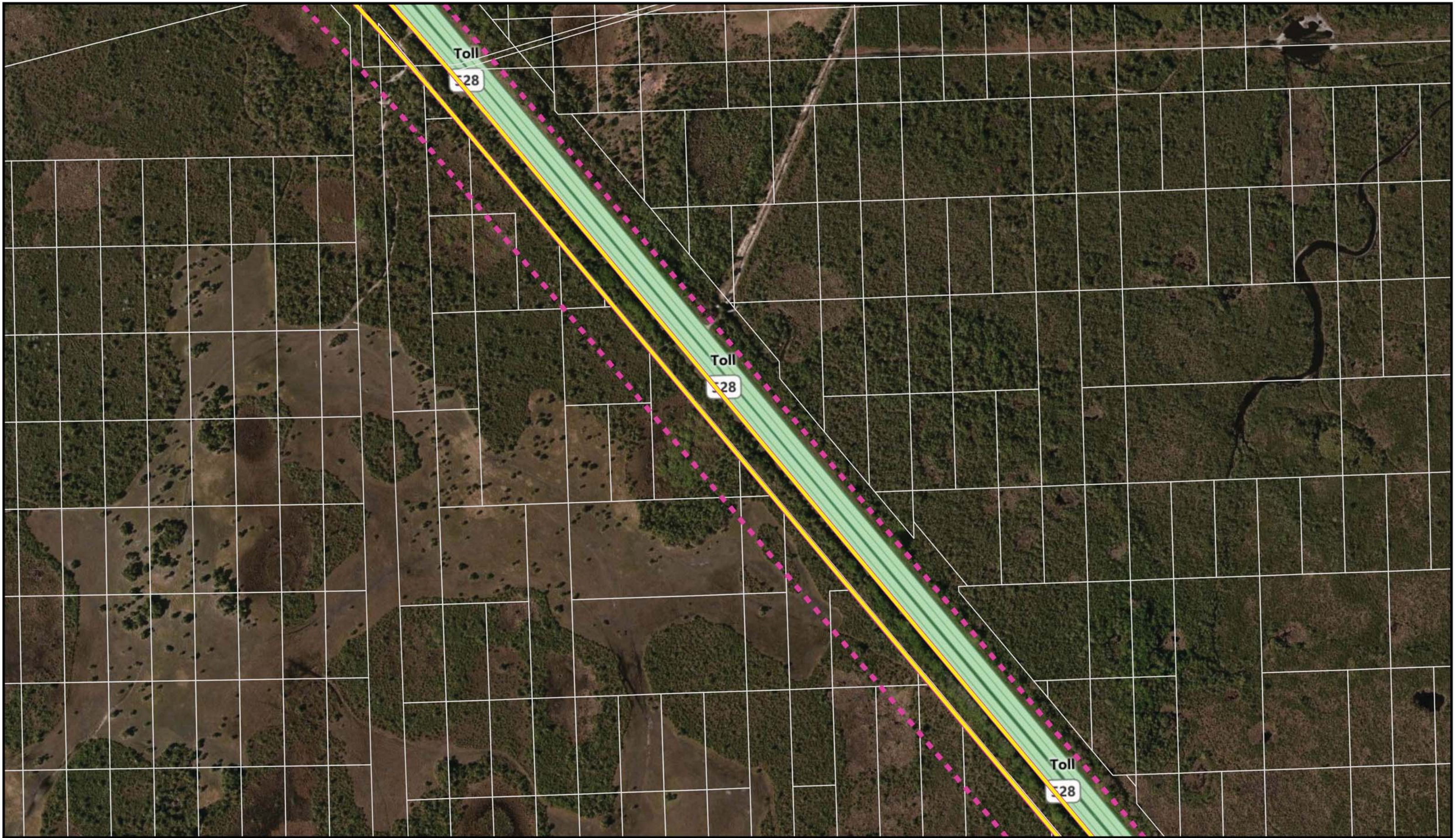
Feet

0

50

Meters





|   |                                    |                                     |                                    |                                 |
|---|------------------------------------|-------------------------------------|------------------------------------|---------------------------------|
| <b>Locations of Shovel Tests, Archaeological Site Potential, and Identified Cultural Resources within the Archaeological and Historic Resources APE Established for the East-West Corridor</b>  |                                    |                                     |                                    |                                 |
| The archaeological and historic resources APE consisted of the footprint of all alternatives. The historic resources APE also included an area of 150 feet from the proposed ROW. When the limits of disturbance were located entirely south or north of the existing SR 528 ROW, the historic resources APE considered the existing SR 528 facility as a logical boundary. |                                    |                                     |                                    |                                 |
| Note: Shovel testing was limited to Alternative E and the common elements on both the eastern and western ends of the East-West Corridor with the expectation that this would be the preferred alternative.   |                                    |                                     |                                    |                                 |
| <div>8BR00</div> Previously Recorded  | <div>150-Foot Buffer</div>         | <div>Historic Linear Resource</div> | <div>High Site Potential</div>     | <div>Negative Shovel Test</div> |
| <div>8BR00</div> Newly Recorded   | <div>Historic Structure</div>      | <div>Previously Surveyed</div>      | <div>Moderate Site Potential</div> |                                 |
| <div>Proposed ROW</div>   | <div>Historic Resource Group</div> | <div>Within FEC ROW</div>           | <div>Low Site Potential</div>      |                                 |

0

150

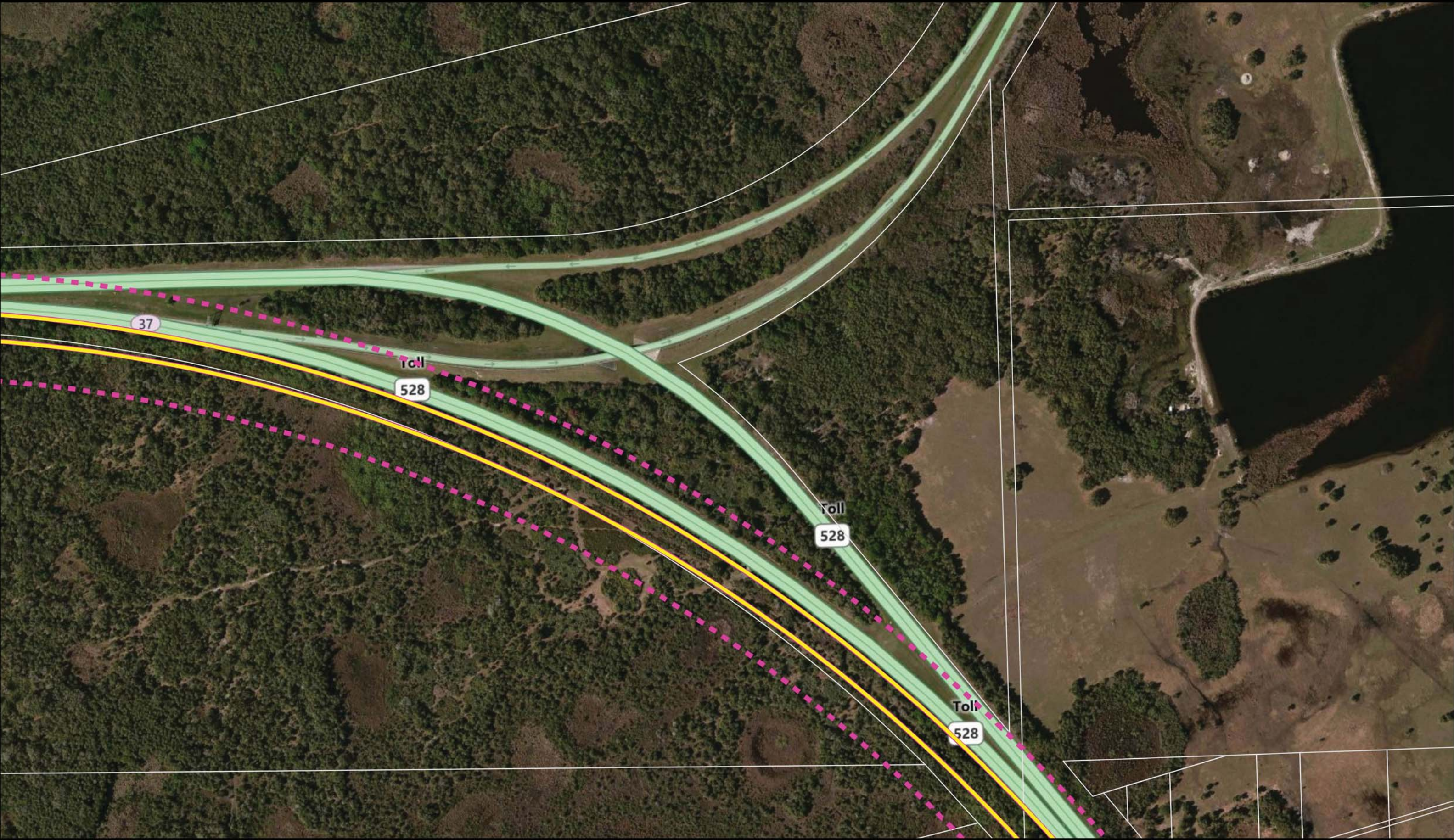
Feet

0

50

Meters





Locations of Shovel Tests, Archaeological Site Potential, and Identified Cultural Resources within the Archaeological and Historic Resources APE Established for the East-West Corridor

Brevard County

Map 12

The archaeological and historic resources APE consisted of the footprint of all alternatives. The historic resources APE also included an area of 150 feet from the proposed ROW. When the limits of disturbance were located entirely south or north of the existing SR 528 ROW, the historic resources APE considered the existing SR 528 facility as a logical boundary.

Note: Shovel testing was limited to Alternative E and the common elements on both the eastern and western ends of the East-West Corridor with the expectation that this would be the preferred alternative.

8BR00

Previously Recorded

8BR00

Newly Recorded

Proposed ROW

150-Foot Buffer

Historic Structure

Historic Resource Group

Historic Linear Resource

Previously Surveyed

Within FEC ROW

High Site Potential

Moderate Site Potential

Low Site Potential

Negative Shovel Test

0

150

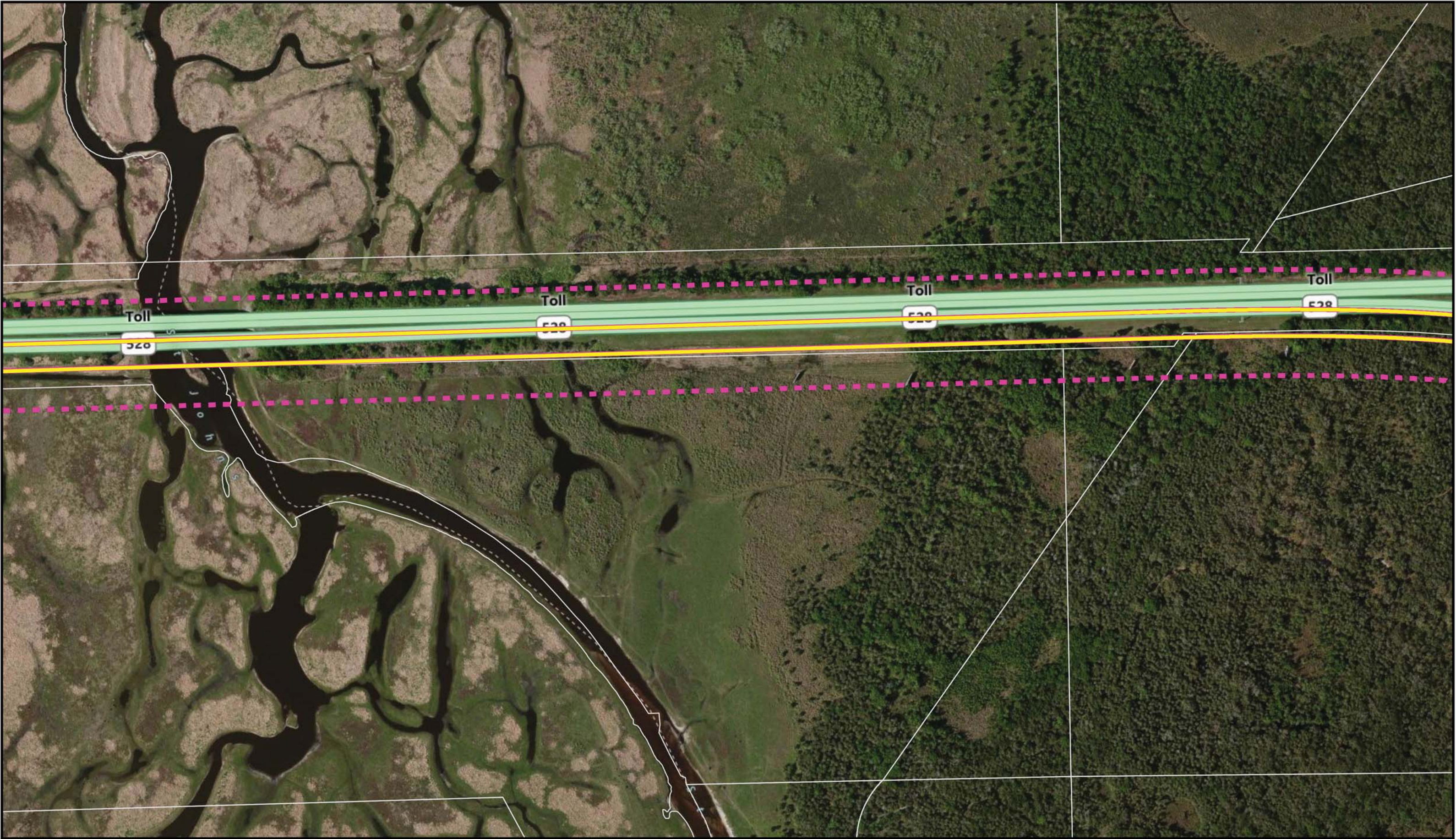
Feet

0

50

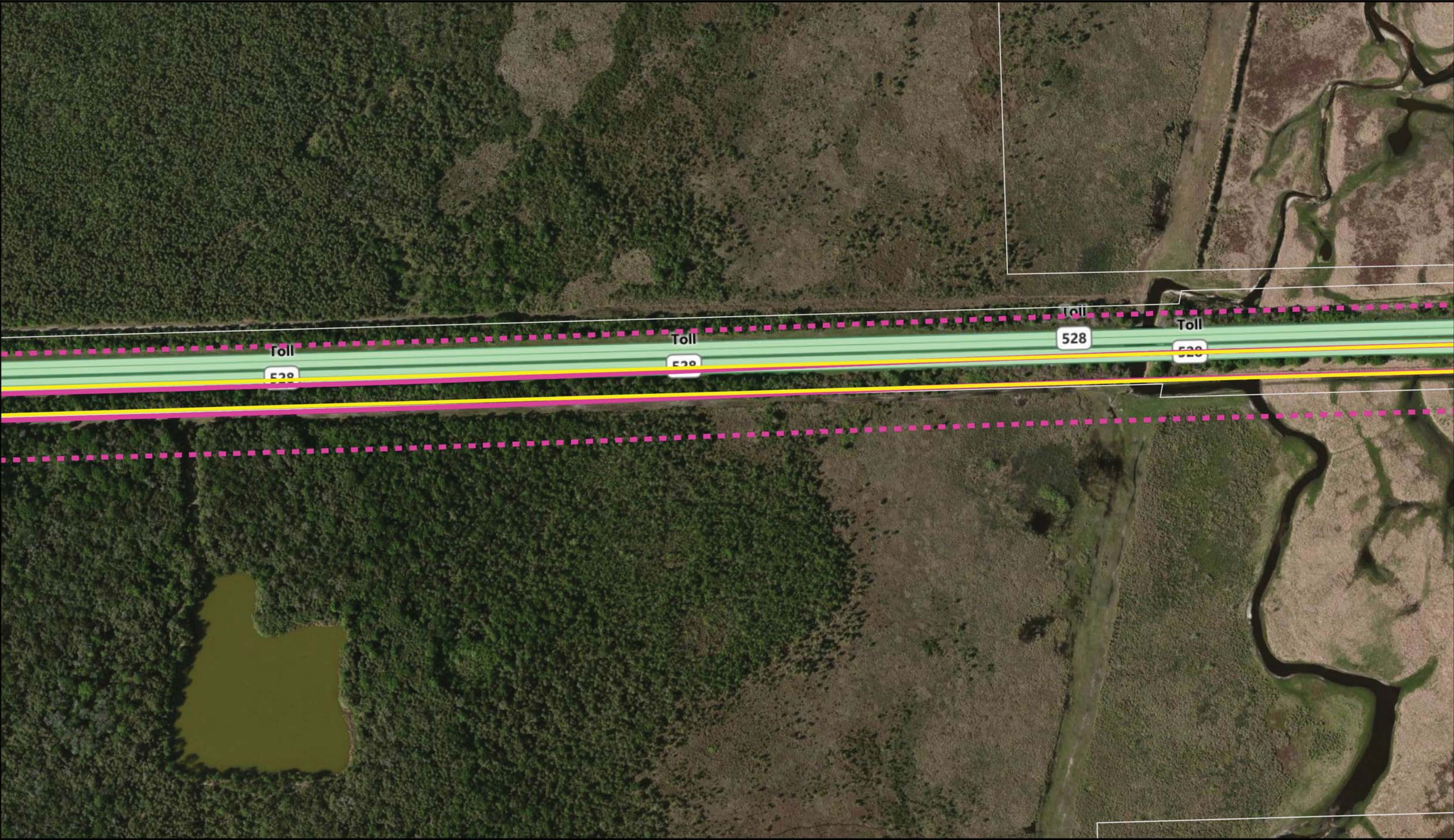
Meters





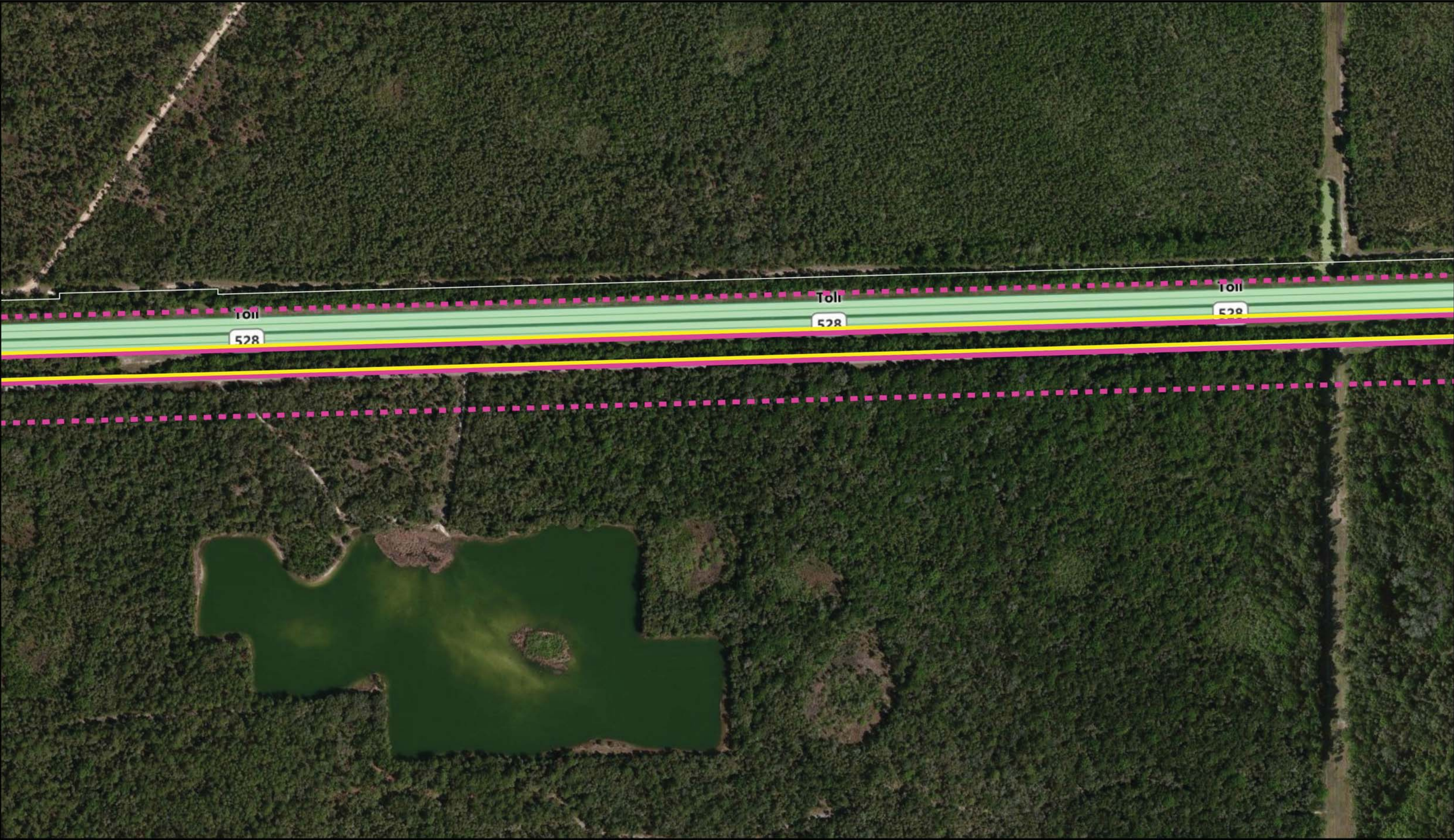
|  |  |   |  |   |  |   |  |  |
|--|--|---|--|---|--|---|--|--|
| <b>Locations of Shovel Tests, Archaeological Site Potential, and Identified Cultural Resources within the Archaeological and Historic Resources APE Established for the East-West Corridor</b> |  | The archaeological and historic resources APE consisted of the footprint of all alternatives. The historic resources APE also included an area of 150 feet from the proposed ROW. When the limits of disturbance were located entirely south or north of the existing SR 528 ROW, the historic resources APE considered the existing SR 528 facility as a logical boundary. |  | Note: Shovel testing was limited to Alternative E and the common elements on both the eastern and western ends of the East-West Corridor with the expectation that this would be the preferred alternative. |  | <div><div><div><div><div>8BR00</div>Previously Recorded</div><div>8BR00</div>Newly Recorded</div><div><div><div></div>Proposed ROW</div></div></div><div><div><div></div>150-Foot Buffer</div><div><div></div>Historic Structure</div><div><div></div>Historic Resource Group</div></div><div><div><div></div>Historic Linear Resource</div><div><div></div>Previously Surveyed</div><div><div></div>Within FEC ROW</div></div><div><div><div></div>High Site Potential</div><div><div></div>Moderate Site Potential</div><div><div></div>Low Site Potential</div></div><div><div><div></div>Negative Shovel Test</div></div></div> |  | <div><div><div></div>0150</div><div>Feet</div></div> <div><div><div></div>050</div><div>Meters</div></div> |
|--|--|---|--|---|--|---|--|--|





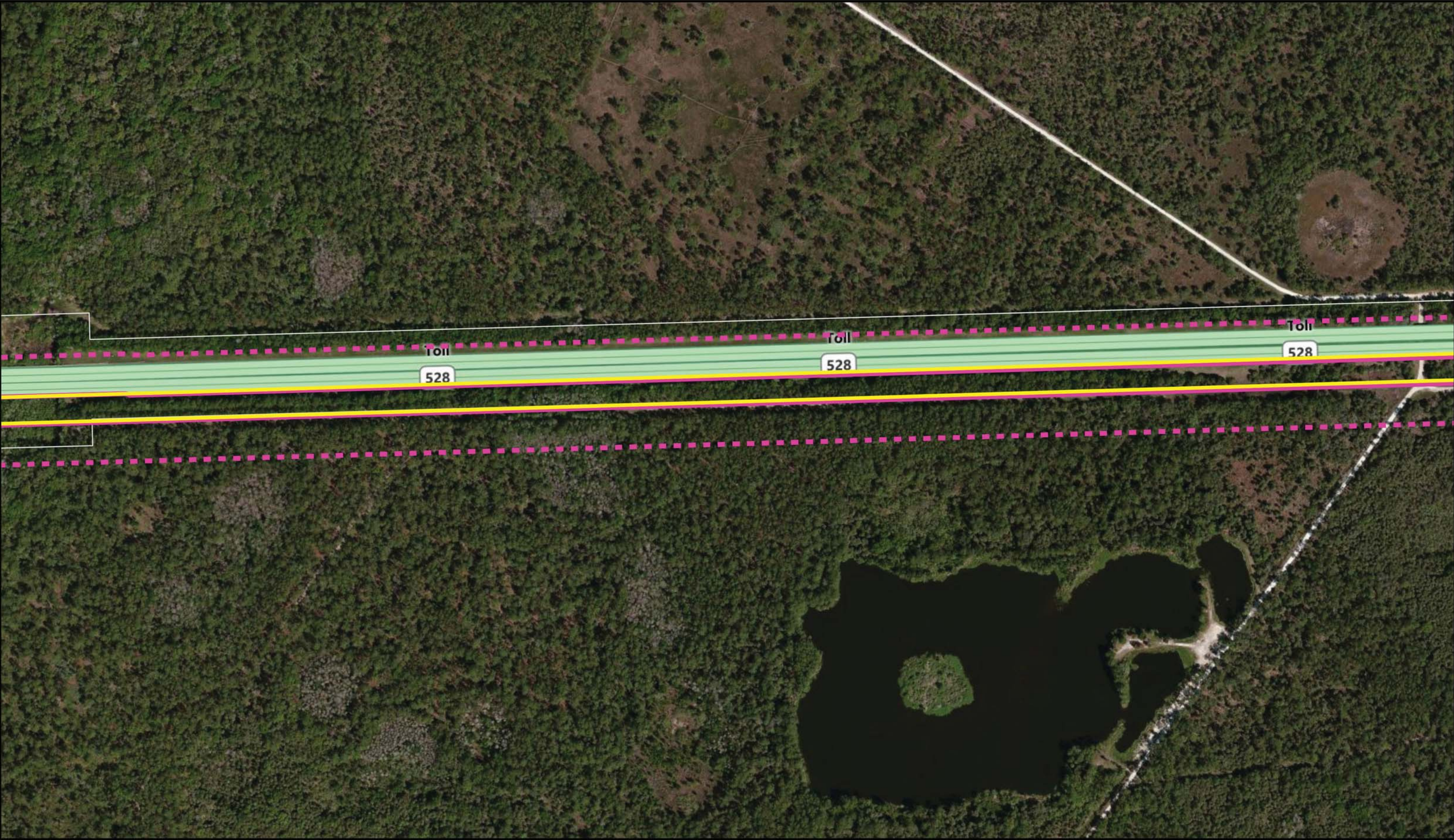
|  |   |   |                     |                         |                          |                         |                      |
|--|---|---|---------------------|-------------------------|--------------------------|-------------------------|----------------------|
| <b>Locations of Shovel Tests, Archaeological Site Potential, and Identified Cultural Resources within the Archaeological and Historic Resources APE Established for the East-West Corridor</b> | The archaeological and historic resources APE consisted of the footprint of all alternatives. The historic resources APE also included an area of 150 feet from the proposed ROW. When the limits of disturbance were located entirely south or north of the existing SR 528 ROW, the historic resources APE considered the existing SR 528 facility as a logical boundary. | Note: Shovel testing was limited to Alternative E and the common elements on both the eastern and western ends of the East-West Corridor with the expectation that this would be the preferred alternative. | Previously Recorded | 150-Foot Buffer         | Historic Linear Resource | High Site Potential     | Negative Shovel Test |
|  |   |   | Newly Recorded      | Historic Structure      | Previously Surveyed      | Moderate Site Potential |                      |
| Orange County  | Map 14  |   | Proposed ROW        | Historic Resource Group | Within FEC ROW           | Low Site Potential      |                      |





|  |   |   |                     |                         |                          |                         |                      |
|--|---|---|---------------------|-------------------------|--------------------------|-------------------------|----------------------|
| <b>Locations of Shovel Tests, Archaeological Site Potential, and Identified Cultural Resources within the Archaeological and Historic Resources APE Established for the East-West Corridor</b> | The archaeological and historic resources APE consisted of the footprint of all alternatives. The historic resources APE also included an area of 150 feet from the proposed ROW. When the limits of disturbance were located entirely south or north of the existing SR 528 ROW, the historic resources APE considered the existing SR 528 facility as a logical boundary. | Note: Shovel testing was limited to Alternative E and the common elements on both the eastern and western ends of the East-West Corridor with the expectation that this would be the preferred alternative. | Previously Recorded | 150-Foot Buffer         | Historic Linear Resource | High Site Potential     | Negative Shovel Test |
|  |   |   | Newly Recorded      | Historic Structure      | Previously Surveyed      | Moderate Site Potential |                      |
| Orange County  | Map 15  |   | Proposed ROW        | Historic Resource Group | Within FEC ROW           | Low Site Potential      |                      |





|  |   |   |                     |                         |                          |                         |                      |
|--|---|---|---------------------|-------------------------|--------------------------|-------------------------|----------------------|
| <b>Locations of Shovel Tests, Archaeological Site Potential, and Identified Cultural Resources within the Archaeological and Historic Resources APE Established for the East-West Corridor</b> | The archaeological and historic resources APE consisted of the footprint of all alternatives. The historic resources APE also included an area of 150 feet from the proposed ROW. When the limits of disturbance were located entirely south or north of the existing SR 528 ROW, the historic resources APE considered the existing SR 528 facility as a logical boundary. | Note: Shovel testing was limited to Alternative E and the common elements on both the eastern and western ends of the East-West Corridor with the expectation that this would be the preferred alternative. | Previously Recorded | 150-Foot Buffer         | Historic Linear Resource | High Site Potential     | Negative Shovel Test |
|  |   |   | Newly Recorded      | Historic Structure      | Previously Surveyed      | Moderate Site Potential |                      |
| Orange County  | Map 16  |   | Proposed ROW        | Historic Resource Group | Within FEC ROW           | Low Site Potential      |                      |

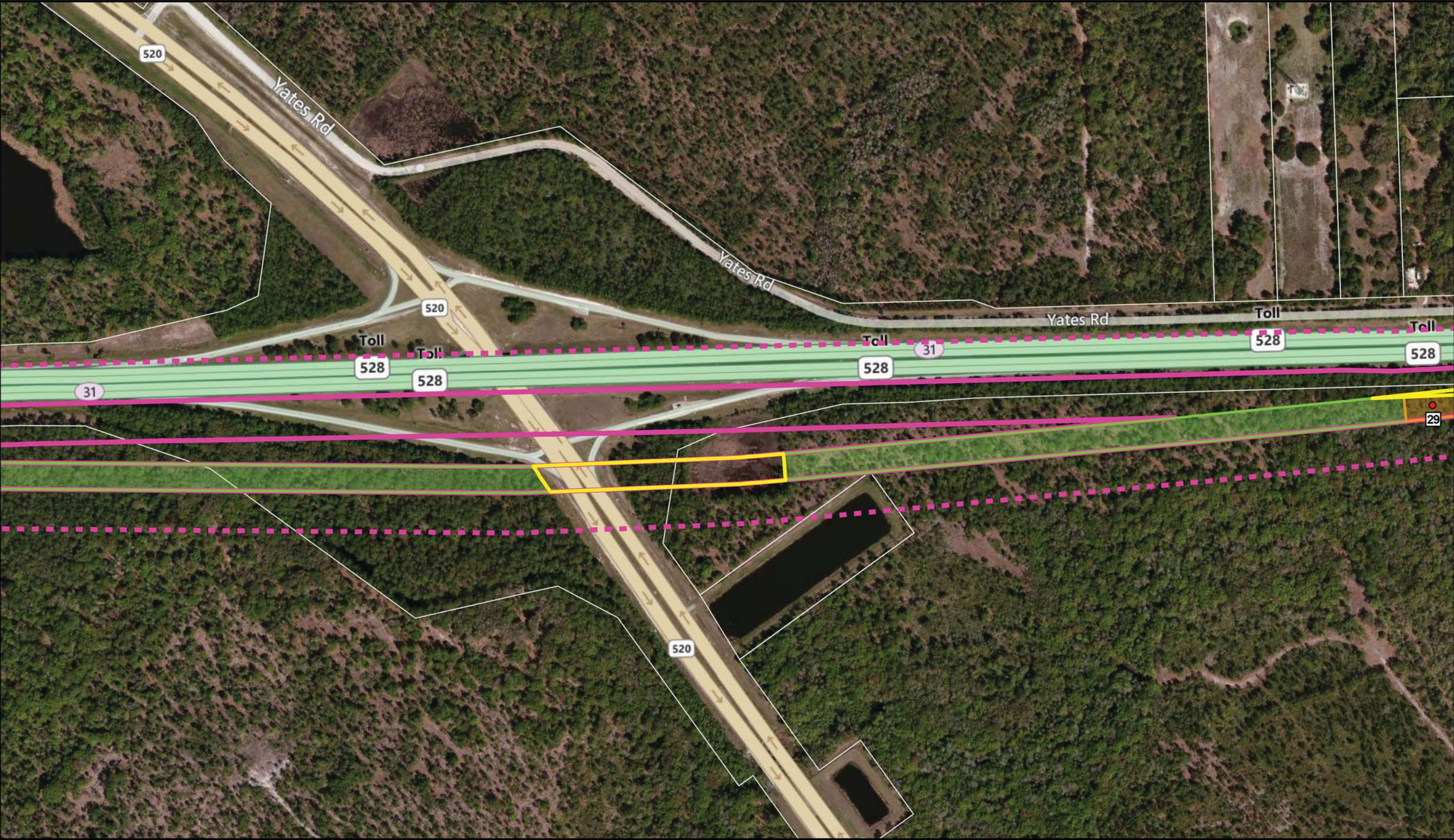
0 150 Feet  
0 50 Meters





|  |   |   |                     |                         |                          |                         |                      |
|--|---|---|---------------------|-------------------------|--------------------------|-------------------------|----------------------|
| <b>Locations of Shovel Tests, Archaeological Site Potential, and Identified Cultural Resources within the Archaeological and Historic Resources APE Established for the East-West Corridor</b> | The archaeological and historic resources APE consisted of the footprint of all alternatives. The historic resources APE also included an area of 150 feet from the proposed ROW. When the limits of disturbance were located entirely south or north of the existing SR 528 ROW, the historic resources APE considered the existing SR 528 facility as a logical boundary. | Note: Shovel testing was limited to Alternative E and the common elements on both the eastern and western ends of the East-West Corridor with the expectation that this would be the preferred alternative. | Previously Recorded | 150-Foot Buffer         | Historic Linear Resource | High Site Potential     | Negative Shovel Test |
|  |   |   | Newly Recorded      | Historic Structure      | Previously Surveyed      | Moderate Site Potential |                      |
| Orange County  | Map 17  |   | Proposed ROW        | Historic Resource Group | Within FEC ROW           | Low Site Potential      |                      |

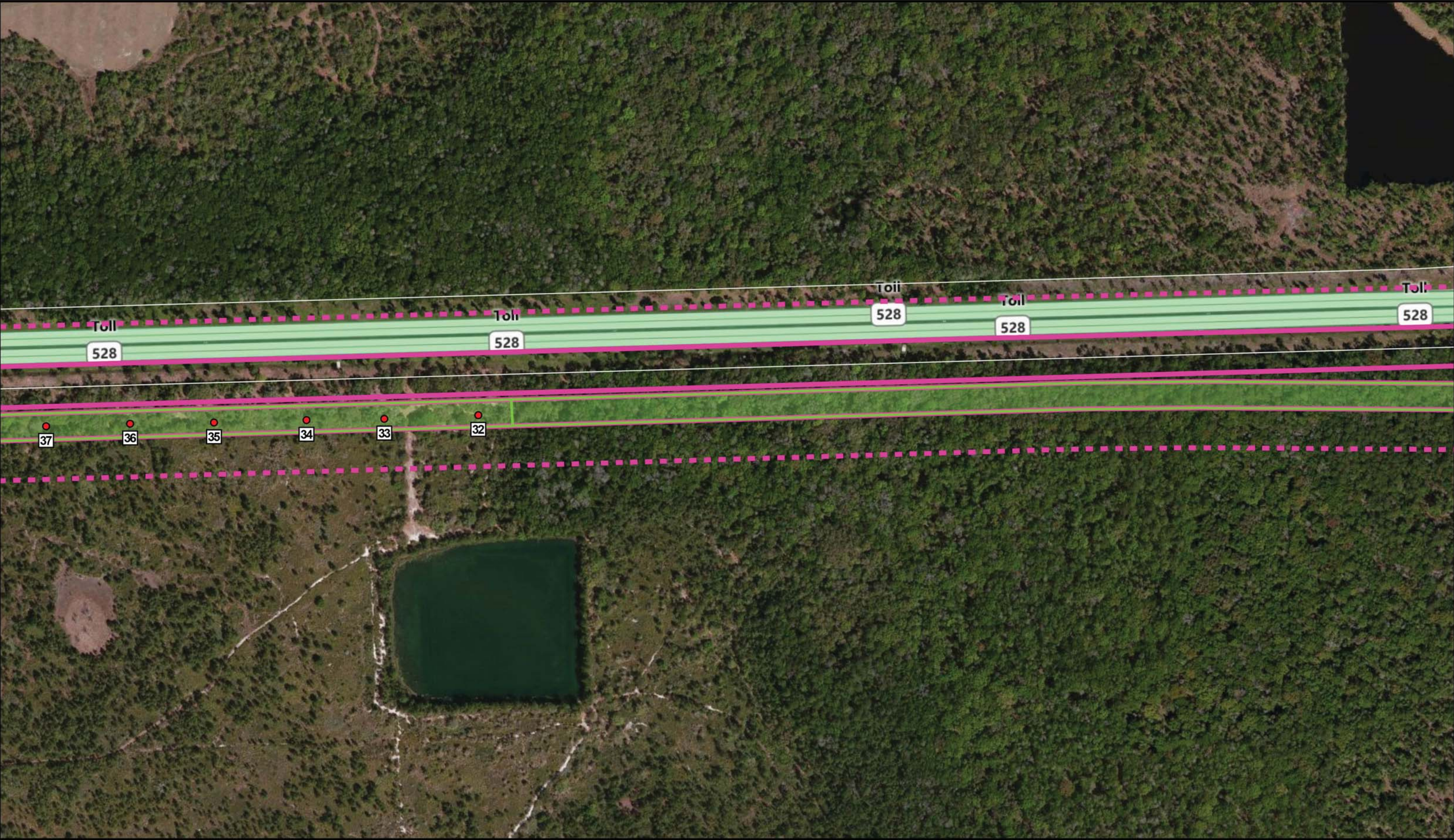




|  |  |   |  |   |  |   |  |
|--|--|---|--|---|--|---|--|
| <b>Locations of Shovel Tests, Archaeological Site Potential, and Identified Cultural Resources within the Archaeological and Historic Resources APE Established for the East-West Corridor</b> |  | The archaeological and historic resources APE consisted of the footprint of all alternatives. The historic resources APE also included an area of 150 feet from the proposed ROW. When the limits of disturbance were located entirely south or north of the existing SR 528 ROW, the historic resources APE considered the existing SR 528 facility as a logical boundary. |  | Note: Shovel testing was limited to Alternative E and the common elements on both the eastern and western ends of the East-West Corridor with the expectation that this would be the preferred alternative. |  | <div><div><div>8BR00</div>Previously Recorded</div><div><div>8BR00</div>Newly Recorded</div><div><div></div>Proposed ROW</div></div> <div><div></div>150-Foot Buffer</div> <div><div></div>Historic Structure</div> <div><div></div>Historic Resource Group</div> |  |
|--|--|---|--|---|--|---|--|

Historic Linear ResourcePreviously SurveyedWithin FEC ROWHigh Site PotentialModerate Site PotentialLow Site PotentialNegative Shovel Test



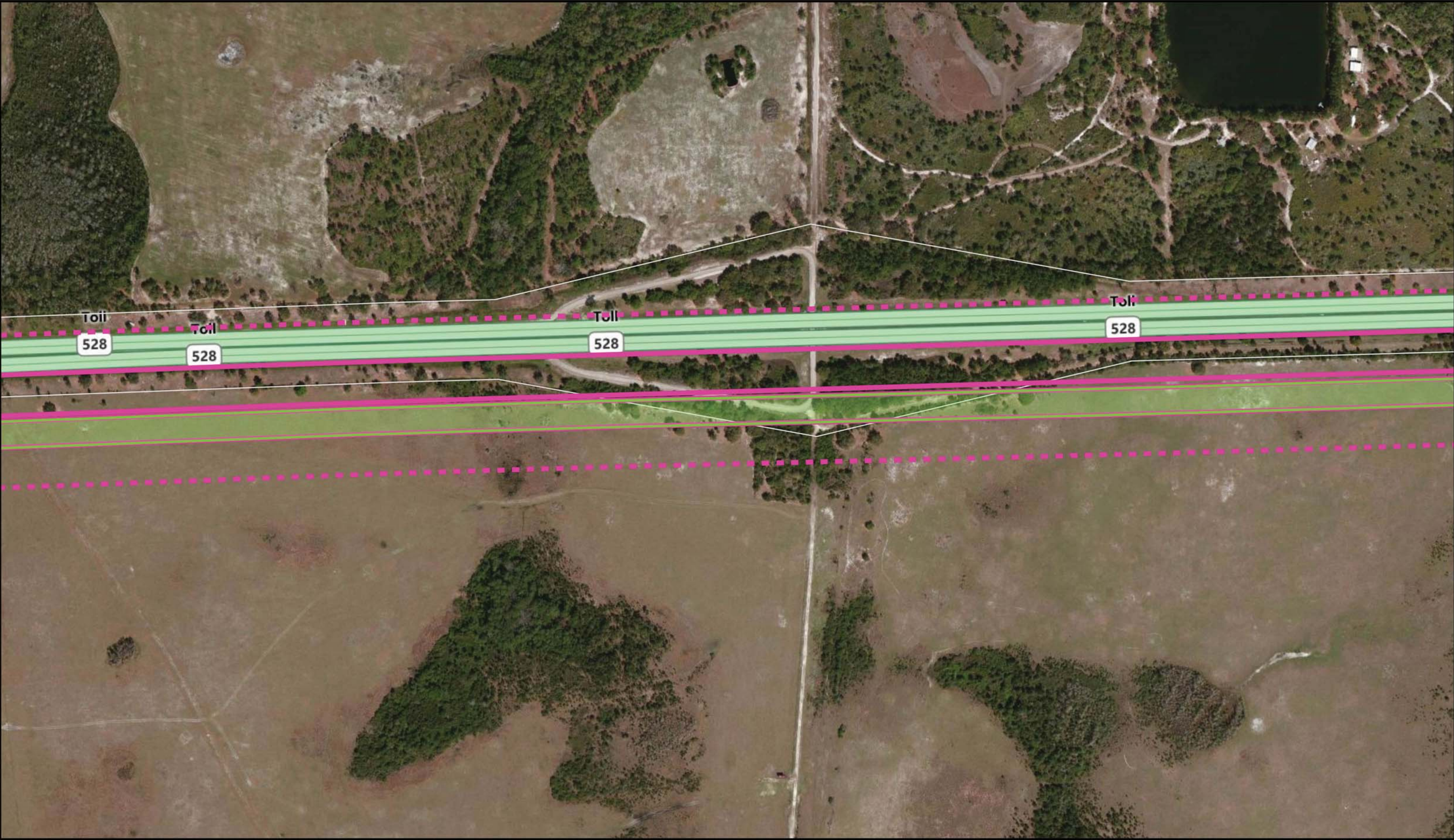


|  |   |   |                     |                         |                          |                         |                      |
|--|---|---|---------------------|-------------------------|--------------------------|-------------------------|----------------------|
| <b>Locations of Shovel Tests, Archaeological Site Potential, and Identified Cultural Resources within the Archaeological and Historic Resources APE Established for the East-West Corridor</b> | The archaeological and historic resources APE consisted of the footprint of all alternatives. The historic resources APE also included an area of 150 feet from the proposed ROW. When the limits of disturbance were located entirely south or north of the existing SR 528 ROW, the historic resources APE considered the existing SR 528 facility as a logical boundary. | Note: Shovel testing was limited to Alternative E and the common elements on both the eastern and western ends of the East-West Corridor with the expectation that this would be the preferred alternative. | Previously Recorded | 150-Foot Buffer         | Historic Linear Resource | High Site Potential     | Negative Shovel Test |
|  |   |   | Newly Recorded      | Historic Structure      | Previously Surveyed      | Moderate Site Potential |                      |
| Orange County  | Map 19  |   | Proposed ROW        | Historic Resource Group | Within FEC ROW           | Low Site Potential      |                      |









|  |   |   |                     |                         |                          |                         |                      |
|--|---|---|---------------------|-------------------------|--------------------------|-------------------------|----------------------|
| <b>Locations of Shovel Tests, Archaeological Site Potential, and Identified Cultural Resources within the Archaeological and Historic Resources APE Established for the East-West Corridor</b> | The archaeological and historic resources APE consisted of the footprint of all alternatives. The historic resources APE also included an area of 150 feet from the proposed ROW. When the limits of disturbance were located entirely south or north of the existing SR 528 ROW, the historic resources APE considered the existing SR 528 facility as a logical boundary. | Note: Shovel testing was limited to Alternative E and the common elements on both the eastern and western ends of the East-West Corridor with the expectation that this would be the preferred alternative. | Previously Recorded | 150-Foot Buffer         | Historic Linear Resource | High Site Potential     | Negative Shovel Test |
|  |   |   | Newly Recorded      | Historic Structure      | Previously Surveyed      | Moderate Site Potential |                      |
| Orange County  | Map 21  |   | Proposed ROW        | Historic Resource Group | Within FEC ROW           | Low Site Potential      |                      |